

The Gazette of India

PUBLISHED BY AUTHORITY

No. 53] NEW DELHI, SATURDAY, DECEMBER, 31, 1960/PAUSA 10, 1882

NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 23rd December, 1960 :—

| Issue No. | No. and date | Issued by | Subject |
|-----------|---|-----------------------------------|--|
| 150 | G.S.R. 1495, dated the 17th December, 1960. | Ministry of Food and Agriculture. | Order amending the Rice (Uttar Pradesh) Price Control Order, 1960. |
| 151 | G.S.R. 1525, dated the 23rd December, 1960. | Rajya Sabha Secretariat. | Rules amending the Housing and Telephone Facilities (Members of Parliament) Rules, 1956. |
| 152 | G.S.R. 1526, dated the 23rd December, 1960. | Lok Sabha Secretariat. | Rules amending the Housing and Telephone Facilities (Members of Parliament) Rules, 1956. |

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.]

PART II—Section 3—Sub-section (i)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF HOME AFFAIRS

New Delhi-11, the 20th December 1960

G.S.R. 1528.—Whereas it appears to the Central Government that the properties specified in the Schedule below, which are vested in the Treasurer of Charitable Endowments for the former State of Hyderabad, should be vested in the Treasurer of Charitable Endowments for the State of Andhra Pradesh:

Now, therefore, in exercise of the powers conferred by section 12 of the Charitable Endowments Act, 1890 (6 of 1890), the Central Government hereby directs that the said properties shall be vested in the Treasurer of Charitable Endowments for the State of Andhra Pradesh

THE SCHEDULE

1. Dr. N. Jeevanji's Endowment in the King Edward VII Memorial Hospital, Secunderabad.
2. Gnanambal's Endowment for a bed in the K.E.M. Hospital, Secunderabad
3. V. M. Sarangapani Mudliar's Endowment in the K.E.M. Hospital, Secunderabad.
4. Poor House Endowment at Bolarum.
5. Parsi Endowment Wards in the K.E.M. Hospital, Secunderabad
6. Shrimati Sundaram Bai Bed Endowment in K.E.M. Hospital, Secunderabad
7. The Nataraja Ayar's prize in the Bolarum Government High School for Boys
8. The Bapuji Viccaji Dinshaw prize in the Bolarum Government High School for Boys

[No. F. 18/5/60-Judl.II]

K. THYAGARAJAN, Under Secy.

New Delhi, the 24th December 1960

G.S.R. 1529.—In pursuance of rule 11 of the Indian Police Service (Pay) Rules, 1954, the Central Government, after consultation with the Government of Mysore, hereby makes the following amendments in Schedule III appended to the said Rules:—

Amendments

In the said Schedule III,

(a) under the heading "A—Posts carrying pay above the time-scale pay of the Indian Police Service under the State Governments"—

. against "Mysore", the following entries shall be added—

"Commissioner of Police, Bangalore 1,450—50—1,650"

(b) Under the heading "B—Posts carrying pay in the senior time-scale of the Indian Police Service under the State Governments including posts carrying special pays in addition to pay in the time-scale"—

against "Mysore", the following entries shall be added—

"Deputy Commissioner of Police, Bangalore.
Principal, Police Training College."

2. These amendments shall be deemed to have come into force with effect from 3rd December 1960.

[No 1/180/60-AIS(II)]

T R. RAGHURAMAN, Under Secy

New Delhi, the 28th December 1960

G.S.R. 1532.—In exercise of the powers conferred by sub-section (2) of section 6 of the Bengal Finance (Sales Tax) Act, 1941 (Bengal Act 6 of 1941), as in force in the Union territory of Delhi, the Central Government, after previous publication, hereby makes, with effect on and from the 1st January, 1961, the following amendment in the Second Schedule to the said Act, namely:—

In the said Schedule, after item 52, the following item shall be inserted, namely:—

"53. Cotton padding".

[No F 20/4/60-Judl II]

CORRIGENDA

New Delhi, the 24th December 1960

G.S.R. 1531.—In the notification of the Government of India in the Ministry of Home Affairs. G.S.R. 1419, dated the 28th November, 1960, published at pages 1804—1807 of the Gazette of India, Part II, Section 3, Sub section (1), dated the 3rd December, 1960,—

1 At page 1804, in line 1 of modification 2(a) for "parts of districts" read "parts of district".

2. At page 1805, in line 2 of definition "Animal" occurring in section 2, for "salf" read "calf".

[No. F. 9/9/58-Jud.II.]

K. R. PRABHU, Dy. Secy.

MINISTRY OF FINANCE

(Department of Revenue)

CUSTOMS AND CENTRAL EXCISE

New Delhi, the 31st December 1960

G.S.R. 1532.—In exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, the same having been previously published as required under the said sub-section (3) of section 43B, namely:—

Amendment

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960—

(i) in the Second Schedule, after item Number 71 and entries relating thereto, the following shall be added namely:—

"72. Toilet and cleansing products including soap and all other toilet and cleansing products containing soap fats and oils"

(ii) in the Third Schedule, after the entry—

"Customs Duties Drawback (Pipe and Cigarette Tobacco) Rules, 1957", the following shall be added, namely:—

"The Customs and Central Excise Duties Drawback (Toilet and Cleansing Products) Rules, 1958."

[No. 129/F. No. 34/294/60. Cus.-IV.]

G.S.R. 1533.—The following draft of rules further to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st February, 1961.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT RULES

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, for the existing Serial Number 32 and the entries relating thereto the following shall be substituted, namely:—

"32. Silk Fabrics and Readymade garments made therefrom—

(i) containing noll yarn

One rupee and forty-three naye paise per pound of noll yarn content

(ii) containing silk yarn other than noll yarn

One rupee and twenty naye paise per pound of silk yarn (other than noll yarn) content"

[No. 132/F. No. 34/308/60-Cus. IV]

G.S.R. 1534.—The following draft of rules further to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st February, 1961.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT RULES

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, after Serial Number 35 and the entries relating thereto, the following Serial Number and entries shall be inserted, namely:—

"36. Article made from aluminium circles and sheets Rupees one hundred and ninety-four per quintal.

Provided that at the time of exportation of the aluminium articles, the exporter produced evidence to the satisfaction of the Customs Collector that for exportation of 1 Quintal (100 kg) of articles of aluminium an importation of 103 K.G. of aluminium circles or for exportation of 1 Quintal (100 K.G.) of articles of aluminium an importation of 125 K.G. of aluminium sheets has been made by him within a period of six months immediately preceding the date of such exportation and that the said quantity of imported aluminium sheets/circles has not been (i) similarly correlated to and accounted for against any other previous exportation of aluminium articles or (ii) previously re-exported as such or in any other form with or without claim for drawback".

[No. 134/F. No. 34/60/60-Cus.IV.]

G.S.R. 1535.—The following draft of rules further to amend the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st February, 1961.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT RULES

1. These Rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, for the entries shown against Serial Number 2, the following entries shall be substituted, namely:—

"2. Plastic goods other than spectacle frames, leather cloth, polyvinyl chloride cables and plastic sequins, that is to say—

- | | |
|---|---|
| (1) Phenol formaldehyde moulding powder | Fifteen rupees per one hundred pounds. |
| (2) Polystyrene moulding powder | Nineteen Rupees and sixty-five naye paise per one hundred pounds. |
| (3) Polyvinyl Chloride Sheeting | Thirty-one rupees per one hundred pounds. |
| (4) Urea formaldehyde moulding powder | Fifteen rupees and thirty naye paise per one hundred pounds. |

- | | |
|---|---|
| (5) Articles or component parts of any articles which are made wholly of any one, and not more than one, of the following materials:— | |
| (i) Cellulose acetate moulding powder or cellulose acetate sheets, rods, etc. | Eighty rupees and ten naye paise per one hundred pounds. |
| (ii) Cellulose acetate butyrate moulding powder | Eighty-two rupees and ten naye paise per one hundred pounds. |
| (iii) Cellulose nitrate sheets, films, rods or tubes | One hundred and three rupees and fifteen naye paise per one hundred pounds. |
| (iv) Phenol formaldehyde moulding powder | Eighteen rupees and twenty-five naye paise per one hundred pounds. |
| (v) Polyamide (Nylon) moulding powder | One hundred and ninety-one rupees per one hundred pounds. |
| (vi) Polymethyl methacrylate (Perspex) sheets, films rods or tubes | One hundred and seventy-one rupees and fifteen naye paise per one hundred pounds. |
| (vii) Polystyrene moulding powder | Nineteen rupees and sixty-five naye paise per one hundred pounds. |
| (viii) Urea formaldehyde moulding powder | Thirty-three rupees and sixty naye paise per one hundred pounds. |
| (ix) Polyvinyl Chloride Sheet-ing | Thirty-one rupees and sixty-five naye paise per one hundred pounds. |
| (6) Articles made of polyethylene moulding powder | Seventy-two rupees and thirty-five naye paise per one hundred pounds. |

Provided that the exporter produces evidence to the satisfaction of the Customs Collector that a quantity of polyethylene moulding powder equal to the quantity of articles of polyethylene moulding powder being exported, has been imported by him within the period of six months immediately preceding the date of such exportation, and that this quantity of imported polyethylene moulding powder has not been

- (i) similarly correlated to, and accounted for against, any other previous exportation of articles of polyethylene moulding powder; or
- (ii) previously re-exported as such, or in any other form with or without claim for drawback.

Provided further that in the case of export being made by an exporter on behalf of a manufacturer of articles made of polyethylene moulding powder, the exporter may produce evidence to the satisfaction of the Customs Collector that the quantity of Polyethylene moulding powder being exported has been imported by the manufacturer of the articles within the period of six months immediately preceding the date of such exportation and that this quantity of imported Polyethylene moulding powder has not been accounted for in the manner prescribed in the foregoing proviso, and provided also that the exporter furnishes a certificate from the manufacturer of the article in support of the claim made by the exporter.

- | | |
|---|----------------------------------|
| (7) Articles made of Polyvinyl Chloride composition | Seventy-eight naye paise per Kg. |
|---|----------------------------------|

[No. 135/F. No. 34/293/59-Cus.IV.]

G.S.R. 1536.—The following draft of rules further to amend the Customs and Central Excise Duties Export Drawback (General Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st February, 1961.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Government.

DRAFT RULES

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960;

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960—

(i) in the First Schedule, for Serial Number 7 and entries relating thereto the following shall be substituted, namely:—

“7. Glass or glassware other than Laboratory Glassware Twenty-seven rupees and sixty naye paise per ton”.

(ii) in the Second Schedule after Serial Number 76, and entries relating thereto the following shall be added, namely:—

“77. Laboratory Glassware”.

[No. 136/F. No. 34/31/60-Cus.IV.]

CUSTOMS

New Delhi, the 31st December 1960

G.S.R. 1537.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry the Central Government hereby makes the following further amendment in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. GSR-575 (55/F. No. 34/86/60-Cus. IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification, for entry 90, the following entry shall be substituted, namely:—

“90. Silk Fabrics and Readymade garments made therefrom—

(i) containing noil yarn

(ii) containing silk yarn other than noil yarn”.

[No. 134/F. No. 34/308/60-Cus. IV.]

G.S.R. 1538.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry the Central Government hereby makes the following further amendment in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. G.S.R. 575 (55/F. No. 34/86/60-Cus.IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification, after sub-item No. 6 of Serial Number 6, the following entry shall be added, namely:—

“(7) Articles made of Polyvinyl Chloride composition”.

[No. 137/F. No. 34/293/59-Cus.IV.]

G.S.R. 1539.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry the Central Government hereby makes the following further amendment in the notification of the Government of India, in the Ministry of Finance (Department of Revenue) No. G.S.R. 575 (55/F. No. 34/86/60-Cus.IV), dated the 28th May, 1960, namely:—

Amendment

In the Schedule to the said notification, for entry 20, the following entry shall be substituted, namely:—

“20. Glass or Glassware—including Laboratory Glassware.”

[No. 139/F. No. 34/31/60-Cus.IV.]

M. C. DAS, Dy. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 31st December 1960

G.S.R. 1540.—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government prohibits, with effect from the 1st January, 1961, the taking by Sea or by land out of India or the State of Pondicherry of—

- (a) any goods which are required by a notification under section 117 of the Trade and Merchandise Marks Act, 1958 (43 of 1958), to have applied to them an indication of the country or place in which they were made or produced or of the name and address of the manufacturer or the person for whom the goods were manufactured, but which have not applied to them such indication in the manner specified in the notification;
- (b) any goods which are required to be stamped under section 74 of the Trade and Merchandise Marks Act, 1958 (43 of 1958), but which have not been stamped in the manner specified in the Trade and Merchandise Marks Rules, 1959.

[No. 135.]

G.S.R. 1541.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby exempts alumina falling under Item No. 28 of the First Schedule to the Indian Tariff Act, 1934 (32 of 1934), when imported into India or the State of Pondicherry for the manufacture of aluminium, from—

- (1) so much of the duty of customs leviable thereon as is in excess of 20 per cent *ad valorem*, where the standard rate of duty is leviable; and
- (2) so much of the duty of customs leviable thereon as is in excess of 10 per cent *ad valorem*, where the preferential rate of duty is leviable.

2. This notification shall be in force from the 1st January, 1961 to 31st December, 1964.

[No. 140.]

G.S.R. 1542.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby exempts with effect from the 1st January, 1961, alumina falling under Item No. 28 of the First Schedule to the Indian Tariff Act, 1934 (32 of 1934), when imported into India or the State of Pondicherry for purposes other than the manufacture of aluminium, from—

- (1) so much of the duty of customs leviable thereon as is in excess of 20 per cent *ad valorem*, where the standard rate of duty is leviable; and
- (2) so much of the duty of customs leviable thereon as is in excess of 10 per cent *ad valorem*, where the preferential rate of duty is leviable.

[No. 141.]

S. VENKATESAN, Dy. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 31st December 1960

G.S.R. 1543.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of

Pondicherry, the Central Government hereby rescinds the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 109-Customs, dated the 7th October, 1960.

2. This notification shall come into force on the 1st January, 1961.

[No. 136.]

D. P. ANAND, Jt. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 31st December 1960

G.S.R. 1544.—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendments in the notifications of the Government of India, in the Ministry of Finance (Department of Revenue), namely:—

In the notification mentioned in column (2) of the Table below, for the words and figures specified against it in column (3) of the said Table, the words and figures specified in the corresponding entries in column (4) of that Table shall be substituted.

This notification shall be deemed to have taken effect from the 1st October, 1960:—

TABLE

| Serial No. | Notification No. and date | For | Substitute |
|------------|--|---|---|
| 1 | 2 | 3 | 4 |
| 1 | CER-8(4)/55 dated the 3rd December, 1955. | "Item 22" | "item No. 14" |
| 2 | CER-8(4)/56 dated the 16th February, 1956. | "item 3" | "item No. 39". |
| 3 | CER-8(13)/56 dated the 1st March, 1956 | "item 24" | "item No. 8". |
| 4 | CER-8(9)/55 dated the 31st December, 1955. | "item 22" | "item No. 14". |
| 5 | 64/60-Central Excises, dated the 20th April, 1960. | "item 32" | "item No. 37". |
| 6 | 67/60-Central Excises, dated the 20th April, 1960. | "item 30" | "item No. 29". |
| 7 | 91/60-Central Excises, dated the 25th June, 1960. | (i) "item 12" (ii) "Higher medium" (iii) "Lower medium" | (i) "item No. 19". (ii) "Medium A". (iii) "Medium B". |

[No. 166/60.]

G.S.R. 1545.—In exercise of the powers conferred by sub-section (2) and (3) of section 3 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes

the following amendments with effect from the 1st October, 1960 in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 47/60-Central Excises, dated the 6th April, 1960, namely:—

In the said notification—

- (i) for the words and figures "Item 30", the words and figures "Item 29" shall be substituted; and
- (ii) in column (1) of the Schedule annexed thereto for the figures and brackets "30 (ii)", the figures and brackets "29 (ii)" shall be substituted.

[No. 167/60.]

G.S.R. 1546.—In exercise of the powers conferred by sub-item (1) of item No. 3 of the First Schedule to the Central Excises and Salt Act, 1944 (1 of 1944) and rule 96F of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry and in supersession of the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 96/58-Central Excises, dated the 28th September, 1958, the Central Government hereby fixes the following rates of duty on tea, all varieties except package tea, namely:—

| Zone | Place of Production | Rate of duty per kilogram |
|-----------------|--|---------------------------|
| | | Naye Paise |
| I | Districts of Goal para and Cachar in Assam State Centrally administered territory of Tripura; Siliguri and Kalimpong sub-divisions and areas in jurisdiction list numbers 31 and 22 of Kurseong Police Station in Kurseong sub-division of the Darjeeling district and the district of West Dinajpur and other districts in West Bengal excluding the district of Jalpaiguri and other sub-divisions of Darjeeling district; Gudalur taluka of the district of Nilgiris and districts of Kanya Kumari and Tinneveli in Madras State; Peermade, Meenachhal and Kanchirapalli talukas of the district of Kottayam and districts of Ernakulam, Trivandrum, Quilon, Cannanore Kozhikode, Trichur and Palghat in Kerala State; All areas in the States of Punjab, Bihar, Uttar Pradesh and the centrally administered territory of Himachal Pradesh; Any other areas in the territory of India other than areas included in Zones II, III-A and III-B. | 4·5 |
| II ₁ | Districts of Nowgaon and Kamrup and Mangaldai sub-division of Darrang district in Assam State; District of Jalpaiguri in West Bengal; Districts of Hassan, Chickmagalur and Coorg in Mysore State; Devikulam and Udumancholai talukas of the district of Kottayam in Kerala State; Districts of Coimbatore and Madurai in Madras State. | 9·0 |
| III-A] | The Sadar sub-division and Kurseong sub-division [†] excluding the areas in the jurisdiction list Nos. 31 and 22 of the Kurseong Police Station of the Darjeeling district in West Bengal; District of Nilgiris excluding Gudalur taluka in Madras State. | 18·0 |
| III-B] | District of Darrang excluding Mangaldai sub-division and the districts of Lakhimpur and Sibsagar in Assam State. | 27·0 |

Provided that the rate of duty leviable on tea manufactured in one zone from green leaves grown in another zone shall be the rate applicable to the zone in which such leaves were grown.

This notification shall be deemed to have taken effect from the 1st October, 1960.

[No. 168/60.]

L. M. KAUL, Dy. Secy.

CENTRAL EXCISE COLLECTORATE, POONA**CENTRAL EXCISE***Poona, the 11th October 1960*

G.S.R. 1547.—In pursuance of Rule 5 of the Central Excise Rules, 1944, I empower the Central Excise Officers specified in the following table to exercise within their respective jurisdiction the powers of "Collector" conferred by the Provisions of the Rules enumerated in column 3 of the table subject to the limitations set out in column 4 thereof.

| S. No. | Rank of officer | Rules | Limitations |
|--------|-------------------|----------------|---|
| 1 | Asstt. Collectors | 92(F) | .. |
| 2 | Superintendents | 92(F) | The Superintendent shall condone delay in presentation of the A. S. P. if such delay does not exceed 15 days. |
| 3 | Asstt. Collectors | 92(E) (iii) | The Asstt. Collectors shall exercise powers under this rule subject to the limitation that the period does not exceed six months. |
| 4 | Superintendents | 92(E) (iii) | The Superintendents shall exercise powers under this rule subject to the limitation that the period does not exceed two months. |

[No. CER/11/60-F. VI(J)3-2/60.]

Sd/- B. D. DESHMUKH,
Collector.

MINISTRY OF LABOUR & EMPLOYMENT*New Delhi, the 24th December 1960*

G.S.R. 1548.—In exercise of the powers conferred by sub-section (1) of section 7 of the Employees' Provident Funds Act, 1952 (19 of 1952), the Central Government hereby makes the following scheme to further amend the Employees' Provident Funds Scheme, 1952, namely:—

1. This Scheme may be called the Employees' Provident Funds (Amendment) Scheme, 1960.
2. In the Employees' Provident Funds Scheme, 1952, in clause (b) of sub-paragraph (3) of paragraph 1, sub-clause (xv) shall be renumbered as sub-clause (xvi) thereof and the following shall be inserted as sub-clause (xv), namely:—

"(xv) as respect factories relating to rice, flour and dal milling industries covered by the notification of the Government of India in the Ministry of Labour and Employment, No. G.S.R. 1443, dated the 24th November, 1960, come into force on the 31st December, 1960."

[No. P. F. II-3(2)/58.]

P. D. GAIHA, Under Secy.

MINISTRY OF TRANSPORT & COMMUNICATIONS

(Department of Transport)

(MERCHANT SHIPPING)

New Delhi, the 17th December 1960

G.S.R. 1549.—In exercise of the powers conferred by clauses (c), (d), (e) (f), (g), (h), (i), (j), (k), (l) and (m) of sub-section (2) of section 74 read with section 458 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following rules, namely:—

1. Short title, Commencement and application.—(1) These rules may be called the Merchant Shipping (Registration of Indian Ships) Rules, 1960.

(2) They shall come into force on the 1st January, 1961.

(3) They shall apply to every sea-going Indian ship (i) which is fitted with mechanical means of propulsion, (ii) which is 15 tons net or more and (iii) which is not employed solely in navigation on the coasts of India.

2. Definitions.—In these rules, unless the context otherwise requires—

- (a) "Act" means the Merchant Shipping Act, 1958;
- (b) "central register" means the register book maintained by the Director General;
- (c) "first registry" means the registry of a ship coming on the register book for the first time;
- (d) "Government ship" means a ship belonging to the Central Government or a State Government other than a ship of the Indian Navy;
- (e) "port of discharge" means the first port in India at which a ship discharges any part of her cargo;
- (f) "register book" means the register book kept under section 25 of the Act;
- (g) "registrar" means in relation to the port of Bombay, Calcutta and Madras, the Principal Officer of the Mercantile Marine Department of Bombay, Calcutta or Madras, as the case may be, and in relation to any other port, the authority appointed by the Central Government under section 24 of the Act;
- (h) "Re-registry" means the registry of a ship which had previously been on the Indian Register, but the registry of which was closed by reason of wreck, abandonment, constructive loss, sale to foreigners or for any other reason.

3. Documents to accompany application for Registry.—Every application for the registry of a ship under section 26 of the Act shall be accompanied by the following documents, namely:—

- (a) the declaration of ownership;
- (b) the builder's certificate, that is to say, a certificate signed by the builder of the ship and containing a true account of the proper denomination and of the tonnage of the ship as estimated by him and of the time when and the place where she was built; and
- (c) if the ship has been purchased, the instrument of sale under which the property in the ship was transferred to the applicant.

4. Declaration of Ownership.—Every declaration of ownership shall be made before a registrar, a Justice of the Peace, a Commissioner of Oaths, or an Indian Consular Officer and where a declaration of ownership is made at a place other than the port of registry, the place of attestation shall be stated in the declaration.

5. Survey and Measurement.—After the registrar has satisfied himself as to the evidence of ownership, he shall cause the ship to be surveyed by a surveyor and her tonnage ascertained in accordance with the Merchant Shipping (Tonnage Measurement of Ships) Rules, 1960. Thereafter, the surveyor shall grant a certificate of survey in respect of the ship.

6. Survey of ships at ports outside India.—Where it becomes necessary for a ship to be surveyed for purposes of registration at a port outside India, the Director-General may depute a surveyor or request the government of the country

where the ship is lying to appoint a qualified surveyor to survey the ship for the issue of a certificate of survey.

7. Name of a ship.—The owner or his agent shall give to the registrar at the intended port of registry notice of the name proposed for the ship at least fourteen days before the date on which he desires to effect the registry. On receipt of the notice, the registrar shall send it forthwith to the Director-General and shall not register the ship under that name unless it is approved by the Director-General.

8. Official Number.—The registrar, on receipt of an application for registry shall apply to the Director-General for allotment of an official number.

9. Carving and Marking Note.—Where in respect of a ship an official number has been allotted and the name approved by the Director-General and the certificate of survey granted by the surveyor, the registrar shall issue to the owners a Carving and Marking Note which shall be returned to the registrar after the carving and marking have been duly carried out and certified by a surveyor.

10. Marking on ships.—Every ship shall, before registry, be marked permanently and conspicuously to the satisfaction of the registrar as follows:—

- (a) her name shall be marked on each of her bows, and her name and the name of her intended port of registry shall be marked on her stern, on a dark background in white or yellow letters or on a light background in black letters, which shall be not less than one decimetre or four inches in height and 1.3 centimetres or half an inch in breadth.
- (b) her official number and the number denoting her registered tonnage shall be cut in on her main beam.
- (c) Her scale of draught marks shall be cut or welded in feet and inches and in metres and decimetres in two columns side by side both forward and aft on the port and starboard side respectively. The relative position of the two rows of markings should be separated by a reasonable distance in order to avoid errors in reading them.

In the case of modern type of ships having a raked soft stem and cruiser stern, the marks shall be cut in or welded as close and aft of the stem as possible following the contour of the stem. The marks aft or at the stern shall be cut a few feet forward of the after perpendicular in two columns parallel to each other.

11. Issue of Certificate of Registry.—On completion of the preliminaries to registry, the registrar shall enter the particulars of the ship in the register book and issue to the owners a certificate of registry.

12. Acquisition of ships abroad.—(1) If any ship is built or acquired out of India and becomes the property of persons qualified to own an Indian ship, the owner or master of the ship shall apply to the Indian Consular Officer at the nearest port for the issue of a provisional certificate of Indian registry and such officer may, on production of satisfactory proof of ownership, grant the same to the owner or master.

13. Temporary Pass for unregistered ships.—(1) Where the owner of a ship has applied to the registrar of a port for her registration but there is delay in the issue of the certificate of registry or where the owner of a ship wants to proceed from a port in India where the ship has been built to the intended port of registry, the owner may apply to the registrar of the port for the grant of a temporary pass for plying the ship between the ports in India.

(2) The registrar to whom an application is made under sub-rule (1) shall report the particulars of the case to the Director General for authorising him to issue such a pass.

(3) The pass shall be granted on Registry Form No. 17 and bear the following endorsement at the back, namely:

"This is to certify that the Director General has, in pursuance of section 41 of the Merchant Shipping Act, 1958 (44 of 1958), granted permission for the ship within described to pass as an Indian ship from _____ to _____, whose Certificate of Competency/Service is No. _____ is the master of the said ship."

14. Change of name of ship.—(1) A change in the name of a ship already on the Indian register shall not be recorded in the register book unless the proposed change has been advertised in two principal newspapers circulating in the locality where the ship's port of registry is situated and no objection has been lodged with the registrar.

(2) Copies of newspapers in which the advertisement has been published shall be sent to the registrar concerned to whom the certificate of registry together with the prescribed fee shall be presented for recording the change of name.

15. Registry of alterations.—(1) Every application for registry of alterations to a ship shall be made to the registrar within one month of the alterations.

(2) If the alterations consist of a change in the dimensions of the engine room or other closed-in spaces, or an addition to or removal of a poop or deck house, an increase or decrease in the crew space or an alteration from motor screw to steam screw or vice-versa, the registrar shall record the alterations in the register book and also in the certificate of registry of the ship.

(3) Where the alterations are material, that is to say, alterations in the hull affecting the principal dimensions of a ship or alterations in the means of propulsion, the registrar shall proceed to register the ship anew and thereupon the rules applicable for the first registry shall apply.

16. Registry anew at ship's port.—(1) Where an application is made to the registrar of a ship's port of registry for registry of alterations and the alterations are such that the ship should be registered anew, the registrar shall call for the certificate of registry and also the declaration of ownership from the owner.

(2) Where a ship is registered anew, the original certificate of registry shall be cancelled, the existing entries in the register in respect of the ship shall be closed and new entries made bringing forward the outstanding encumbrances on the ship.

(3) The original official number allotted to the ship shall be retained.

17. Registry anew at other ports.—(1) Where any such application as is referred to in sub-rule (1) of rule 16 is made to the registrar at a port other than the ship's port of registry, the registrar shall issue a provisional certificate of registry and advise the registrar at the ship's port of registry accordingly.

(2) The registrar shall also forward the certificate of survey, carving and marking note duly certified and the ship's certificate of registry to the registrar at the ship's port of registry.

(3) On receipt of the documents referred to in sub-rule (2), and the declaration of ownership from the owner, the registrar of the ship's port of registry shall issue a new certificate of registry in respect of the ship.

(4) Before the issue of the new certificate, the owner shall surrender the provisional certificate of registry or the temporary pass as the case may be.

18. Transfer of Port of Registry.—(1) If all persons interested in a ship as owners or mortgagees desire that the registry of a ship shall be transferred from one port to another port, they shall apply to the registrar of her port of registry who shall refer the application to the Director General for approval.

(2) On receipt of the Director General's approval, the registrar concerned shall forward to the registrar of the intended port of registry an accurate transcript of the particulars of the ship and also the names of the parties appearing in the register book to be interested as owners or mortgagees.

(3) The registrar of the intended port of registry shall enter the particulars furnished to him in his register book.

(4) A new certificate of registry shall not be issued until the carving and marking note showing the new port of registry is returned to the registrar of the intended port of registry duly certified by a surveyor and the old certificate of registry has been surrendered.

(5) The fee for the transfer may be paid either at the old or the new port of registry.

19. Closing of Registry.—(1) Where the registry of a ship is transferred under rule 18, the registrar of the original port of registry shall close the registry.

(2) When a notice under section 39 of the Act is received by a registrar of the ship's port of registry, he shall close the relevant entry in the register book and cancel the certificate of registry, if the certificate has been received by him. In all such cases, the reasons for closing the entry shall be recorded. Provided that the registry shall not be closed so long as there are undischarged mortgages on the register.

(3) The cancelled certificate of registry, if any, shall be forwarded to the Director General together with a report.

(4) When the mortgage referred to in the proviso to sub-rule (2) is discharged, the Registrar shall record the discharge in the usual manner and thereafter finally close the registry and report the fact of closure to the Director General.

20. Transfer of ships, shares, etc.—(1) When the owner of a ship desires to transfer the ship or a share therein, he shall apply to the Registrar of the ship's port of registry for permission to do so with full particulars of the intended transferee.

(2) The Registrar shall, after making such inquiry as he may consider necessary, forward the application, with his recommendation, to the Director General for approval.

21. Instrument of sale.—(1) A transfer of a registered ship or any share therein shall be effected by an instrument of sale in the appropriate form specified in Schedule I. Where a consideration other than a money consideration is stated in the instrument of sale and the registrar is in doubt whether it constitutes good consideration or not, he shall refer the matter to the Director General for orders.

(2) In the case of joint ownership, all the joint owners shall join in the execution of the instrument of sale.

22. Recording of sale transaction.—(1) On production of the instrument of sale accompanied by a declaration of ownership by the transferee together with the prescribed fee, the registrar of the ship's port of registry shall make the necessary entries in the register book and endorse on the instrument the date and hour of the entry. An endorsement regarding the change of ownership shall also be made as soon as possible on the ship's certificate of registry.

(2) Every such transaction shall be reported to the Director General.

23. Transmission of property or interest in an Indian ship.—The fee for recording a transmission of property in an Indian ship under section 44 of the Act, or of the interest of a mortgagee in a ship or share under section 54 of the Act shall be as specified in Schedule II.

24. Sale of ship by order of Court.—An application for the sale of a ship under sub-section (2) of section 45 of the Act shall be made to the High Court within 60 days from the date of receipt of the report referred to in that sub-section.

25. Mortgage of Ship or share therein.—(1) Every instrument of mortgage of a registered ship shall be in one of the appropriate forms specified in Schedule I.

(2) On presentation of the mortgage instrument to the registrar of the ship's port of registry, together with the prescribed fee, the registrar shall, if he is satisfied that the instrument is properly executed and that it does not contain notice of any trust, express, implied or constructive, proceed to record the transaction in the register book with the date and hour of acceptance; he shall also endorse on the mortgage instrument the fact of recording and the date and hour of acceptance.

26. Priority of Mortgages.—When several mortgages on the same ship are recorded in the register book, their respective priorities shall be indicated in the appropriate column by capital letters, A, B, C. ——— in alphabetical order.

27. Discharge of Mortgage.—(1) When the mortgage debt is fully discharged, the registrar shall, after satisfying himself that the receipt endorsed on the

mortgage instrument is in order and that it is properly witnessed, make the entry relating to the discharge in the register book.

(2) No payment of an instalment of a mortgage debt shall be recorded by the registrar in the register book.

28. Registration of Mortgages executed and Discharged by companies.—Where a mortgage of a ship is executed or discharged by a company, the registrar shall not register the mortgage or enter the discharge unless it has also been registered with the Registrar of Companies under section 134 of the Companies Act, 1956 or, as the case may be, a memorandum of satisfaction has been entered in the register of charges under section 138 of that Act.

29. Registration of Government ships.—A government ship may be registered in the same manner as other ships subject to the following modifications, namely:—

(a) The application for registry shall be made by the Secretary of the Ministry or the Head of the Department to whom the management of the ship is entrusted or by any other officer nominated in this behalf by the Central Government or the State Government, as the case may be, and shall contain the following particulars:—

- (i) the name and description of the ship;
- (ii) a statement of the time when and the place where the ship was built, or, if the time and the place are not known, a statement to that effect and of her foreign name, if any;
- (iii) a statement of the nature of the title to the said ship; and
- (iv) the name of the master;
- (b) no declaration of ownership shall be necessary;
- (c) the registrar, on receiving such application and on compliance with the necessary formalities, shall enter the ship in the register book as belonging to the Government of India or the State Government, as the case may be;
- (d) the transfer of a registered government ship shall be made by an instrument of sale in the appropriate registry form omitting the covenant contained therein and shall be signed on behalf of the transferor by a person duly authorised by the Central Government or the State Government.

30 Registry of abandoned ships.—(1) An application for the re-registration of an abandoned or wrecked ship under section 62 of the Act shall specify whether the owner desires to retain the ship's previous name or to have a change.

(2) On completion of the preliminaries as for first registry, the registrar shall re-register the ship and make the following entry in the register book in the space allotted for "number, date and port of previous registry (if any)":—

"Certificate of seaworthiness, dated at _____, _____ day of _____ 19— has been given as required under section 62 of the Merchant Shipping Act, 1958".

(3) If the previous registry is at a different port, the registrar shall call for the particulars of the ship from the registrar of that port. All outstanding mortgages or other encumbrances in the previous registry shall be brought forward in the new registry and shall be reported by the registrar at the previous port of registry.

(4) The particulars of the new registry shall be forwarded to the Director-General by the registrar of the port.

31. Signal Letters.—(1) If the owner of any ship registered in India wishes to obtain signal letters to enable her to be known at sea, he shall make an application to the registrar of the ship's port of registry.

(2) The registrar shall apply for an allotment of signal letters to the Director-General who shall control the series.

(3) The signal letters shall be noted in the register book and endorsed on the certificate of registry by the registrar or by any other officer authorised to do so.

(4) As soon as an allotment of signal letters is made, the Director-General shall send a report to the Adviser, Wireless Planning and co-ordination, Ministry of Transport and Communications, New Delhi.

32. Change of name of a Company.—Where a company in whose name a ship has been registered under these rules has changed its name subsequent to registration, the registrar shall, on production of the certificate of incorporation relating to the new name, make a note of the change of name in the register book in respect of each ship owned by the company; every such change of name shall be reported to the Director-General by the registrar.

33. Change of Master.—When the master having command of a registered ship is changed, the owner shall give notice of the change to the registrar at the port of registry or any other officer authorised by the Central Government in this behalf and produce to him the certificate of registry for endorsing the change. The endorsement shall specify the name of the new master, the date when the change was made and the number of the certificate of competency or service of the new master.

34. Grant of new certificate of registry.—(1) An application for a new certificate of registry under sub-section (1) or (2) of section 36 of the Act shall be made to the registrar at the ship's port of registry.

(2) Every duplicate certificate granted under section 36 shall be clearly marked "Duplicate" in red ink.

(3) Where a duplicate certificate has been granted on the ground that the original has been mislaid or lost and such original is subsequently found or received by the owner, he shall forthwith surrender the original certificate to the registrar who shall cancel the same.

35. Granting of certified copies of extracts from register book.—(1) A certified copy of an entry appearing in the register book may be granted on application.

(2) The fees for inspecting the register book and for obtaining certified copies of entries therein or other documents relating to the registry of ships shall be as specified in Schedule II to these rules.

36. Central Register.—(1) The Director-General shall maintain a central register which shall contain all the entries recorded in the register books kept by the registrars at the ports of registry in India.

(2) On completion of the registry of a ship, the registrar shall immediately transmit to the Director-General a copy of the entry in the register book.

(3) The particulars of every other transaction subsequently recorded in the register book shall also be reported forthwith on the appropriate form to the Director General.

37. Returns and Reports.—On or before the 15th of January each year, every registrar shall submit to the Director-General a return showing the number of ships with their tonnages registered in the register book during the previous year.

38. Forms.—Every application, certificate, advertisement, declaration, return, report or any other documents referred to in these rules shall, if a form therefor has been prescribed in Schedule I to these rules, be in the appropriate form.

39. Fees.—Fees shall be levied under these rules at the rates and for the purposes specified in Schedule II to these rules.

40. Penalties.—Whoever commits a breach of any of the provisions of these rules, shall be punishable with fine which may extend to one thousand rupees and if the breach is a continuing one, with further fine which may extend to fifty rupees for every day after the first during which the breach continues.

SCHEDULE I

(See rule 38)

| Description of Forms | Registry Form No. |
|---|----------------------|
| Certificate of Indian Registry | 1 |
| Provisional Certificate of Registry granted by Indian Consular Officers | 2 |
| Declaration of Ownership by Individuals | 3 |
| Declaration of Ownership by Joint Owners | 4 |
| Declaration of Ownership on behalf of a company | 5 |
| Declaration of Ownership or interest on transmission by death of registered owner or mortgagee | 6 |
| Declaration of Ownership or interest on transmission by insolvency of registered owner or mortgagee | 7 |
| Instrument of Sale (Individuals or Joint Owners) | 8 |
| Instrument of Sale (Company) | 9 |
| Mortgage to secure Principal Sum and Interest (Individuals or Joint Owners) | 10 |
| Mortgage to secure Principal Sum and Interest (Company) | 11 |
| Mortgage to secure Account Current, etc. (Individuals or Joint Owners) | 12 |
| Mortgage to secure Account Current, etc. (Company) | 13 |
| Provisional Certificate of Indian Registry | 14 |
| Notice of Name proposed for an Indian ship. | 15 |
| Notice of Change of Name | 16 |
| Certificate of Survey | 17 |
| Certificate of Survey of a Tug | 18 |
| Transcript of Register | 19 |
| Transaction subsequent to Registry | 20 |
| Application for Signal Letters | 21 |
| Application for an Official Number | 22 |
| Report of allotment of Signal Letters to the Ministry of Communications, Government of India | 23 |
| Carving and Marking Note | 24 |
| Annual Return of Ships | 25 |
| Register Book Form | 26 |
| | (a) & (b) |



Issued by the
Government of India

CERTIFICATE OF INDIAN REGISTRY

PARTICULARS OF SHIP

(Merchant Shipping Act, 1958 Sec. 34)

| Official Number | Name of Ship | No., Date and Port of Registry | No., Date and Port of previous Registry (if any) | | | | |
|--|---|--|--|------------------------------|------|--------|--------|
| | | | | | | | |
| Whether Indian or Foreign Built | Whether Steam or Motor Ship and how propelled | Where Built | When Built | Name and Address of Builders | | | |
| | | | | | | | |
| Number of Decks Number of Masts Rigged Stern Stem Build Framework and description of ship Number of Bulkheads | | Length from fore-part of stem, to the aft side of the head of the stern post Main breadth to outside of plating Depth in hold from tonnage deck to ceiling amidships Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards Depth from top of deck at side amidships to bottom of keel Round of beam Length of engine-room | | | Feet | Tenths | Metres |
| | | | | | | | |

Particulars of Propelling Engines, &c., as supplied by Builders, Owners, or Engine Makers

| No. of sets of Engines | Description of Engines | Whether Indian or Foreign made | When made | Name and Address of Makers | Reciprocating Engines | | Rotary Engines | N.H.P. B.H.P. I.H.P. Estimated Speed of Ship |
|------------------------------|---------------------------|---|--------------|-------------------------------|--|------------------------|---------------------------------------|---|
| | | | | | No. and Diameter of cylinders in each set | Length of Stroke | No. of Cylinders in each set | |
| | | Engines | Engines | Engines | | | | |
| No. of Shafts | Particulars of Boilers | | | | | | | |
| | Description | Boilers | Boilers | Boilers | | | | |
| | Number | | | | | | | |
| | Loaded pressure | | | | | | | |

PARTICULARS OF TONNAGE

| GROSS TONNAGE | No. of Tons | Cubic Metres | DEDUCTIONS ALLOWED | No. of Tons |
|--|----------------|-----------------|--|----------------|
| Under Tonnage Deck | | | On account of space required for propelling power | |
| Space or spaces between decks | | | On account of spaces provided by way of crew accommoda- tion, as follows :— | |
| Turret or Trunk | | | (Number of Seamen or Apprentices for whom accommodation is certified.....) | |
| Forecastle | | | Other deductions as follows :— | |
| Bridge space | | | | |
| Poop | | | | |
| Break | | | | |
| Side Houses | | | | |
| Deck Houses | | | | |
| Chart House | | | | |
| Spaces for Machinery and Light and Air | | | | |
| Excess of hatchways | | | | |
| Gross Tonnage | | | | |
| Deductions, as per Contra | | | | |
| Register Tonnage | | | TOTAL | |

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage.

NOTE 3.—The location and tonnage of the boatswains store rooms are as follows :—

I, the undersigned, Registrar of Indian Ships at the Port of, here by certify that the Ship, the Description of which is prefixed to this my certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that whose Certificate of Competency of Service is No, is the Master of the said Ship; and that the Name, Residence and Description of the Owner and Number of Tenth Shares held by, are as follows —

| Name, Residence and Occupation of the Owner | Number of Tenth Shares |
|---|------------------------|
| | |

Dated at the day of One thousand nine hundred

. Registrar of Indian Ships.

NOTICE :—A certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgage affecting the ship. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Should the ship be either actually or constructively lost, taken by the enemy, burnt or broken up or cease for any reason to be an Indian ship, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of Indian Ships at the Port of Registry under a Penalty which may extend to Rs. 1000/- for default.



PROVISIONAL CERTIFICATE OF INDIAN REGISTRY

Issued by the
Government of India

Issued under the provisions of Section 36(3) of the Merchant Shipping Act, 1958,

| Official Number | Name of Ship | No., Date and Port of Registry | Whether a Steam or Motor Ship; and how propelled |
|---------------------------|---|--------------------------------|--|
| Number of Decks | Framework and description of ship | | |
| Number of Masts | Number of bulkheads | | |
| Rigged | Number of water ballast tanks, and their capacity in tons | | |
| Stern | | | |
| Build | | | |

| MEASUREMENTS | | Feet | Tenths | Metres |
|--|---|------|--------|--------|
| Length from fore part of stem, to the aft side of the head of the stern post | | | | |
| Main breadth to outside plating | | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | | |
| Length of engine room | | | | |
| Particulars of P.P. Engines and Boilers | Number and description of engines | | | |
| | Number and diameter of cylinder and stroke | | | |
| | Combined power (estimated horse-power) | | | |
| | Particulars of boilers | | | |
| | Names and addresses of (1) engine and (2) boiler makers: (1) (2) | | | |

PARTICULARS OF TONNAGE

| Gross Tonnage | No. of tons. | Cubic Metres | Deductions Allowed | No. of tons. |
|--|--------------|--------------|---|--------------|
| Under tonnage deck | | | On account of space required for propelling power | |
| Space or spaces between decks | | | On account of spaces provided by way of crew accommodation as follows:— | |
| Turret or trunk | | | (Number of seamen or apprentices for whom accommodation is certified | |
| Forecastle | | | Other deductions : | |
| Bridge space | | | | |
| Poop or break | | | | |
| Side houses | | | | |
| Deck houses | | | | |
| Chart house | | | | |
| Spaces for machinery and light and air | | | | |
| Excess of hatchways | | | | |
| Gross tonnage | | | | |
| Deductions, as per contra | | | | |
| Register tonnage | | | Total | |

NOTE 1.—The tonnage of the engine room spaces below the upper deck is.....tons and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is.....tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage—

NOTE 3.—The location and tonnage of the boatswains store rooms are as follows

I, the undersigned.....Indian Consul at the Port of.....hereby certify:—

1. That.....whose Certificate of Competency or Service is No.....is the Master of the ship.

2. That*.....the Master of the Ship has declared that† a person having knowledge of the facts

3. That the Name by.....

Name, Residen

Dated at.....the.....day of.....One thousand nine hundred and.....Indian Consul

NOTE.—This Provisional Certificate of Registry must, within ten days after the first subsequent arrival of the ship at her port of discharge in India, be delivered by the Master to the Registrar of Indian Ships at her port of registry under a fine which may extend to Rs. 500/-.

Registry Form No. 2.

*Here insert name of declarant.

†Delete where necessary.

†Here insert the facts of the case as stated by the declarant in accordance with Section 36 of the Merchant Shipping Act, 1958.



DECLARATION OF OWNERSHIP

Issued by the
Government of India

By individual under section 29 of the Merchant Shipping Act 1958 (44 of 1958)

| Official Number | Name of Ship | Time when and place where ship was built | | | |
|---|---|--|--------------------------------|--------|--------|
| | | | | | |
| Particulars of previous registry i.e., Name, Official No., Date and Port of Registry | No., Date and Port of present Registry (to be filled in by Registrar) | Whether Steam or Motor Ship | Horse Power of Engines, if any | | |
| | | | | | |
| Length from fore part of stem to the aft side of the head of the stern post | | | Feet | Tenths | Metres |
| Main breadth to outside of plating | | | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | | | |
| Number of Tons. | | | | | |
| Gross | | Register. | | | |

and as described in more detail in the Certificate of the Surveyor and the Register Book.

I, the undersigned son of
residing at occupation
place of birth declare as follows :—

I am a citizen of India.*

The above general description of the Ship is correct.
whose Certificate of Competency or Service is No., I
the Master of the said Ship.

I am the owner of share/shares in the said Ship.

I solemnly declare that the particulars stated herein are true to the best of my knowledge and belief.

Made and Subscribed the day of
19 by the abovenamed
In the presence of

*In order to claim the status of a citizen, a person must satisfy the provisions of (i) Articles 5 or (ii) Article 6 of the Constitution or (iii) the provisions of the Citizenship Act of 1955 (57 of 1955).

NOTE:—Declarations must be made before a Registrar of Indian Ships, a Justice of the peace or a Commissioner of Oaths or an Indian Consular Officer.

The qualification of the person taking the declaration is to be added to his signature.

Registry Form No. 3



DECLARATION OF OWNERSHIP

Issued by the
Government of India

By Joint Owners under Section 29 of the Merchant Shipping Act 1958 (44)

| Official Number | Name of Ship | Time when and place where ship was built |
|-----------------|--------------|--|
| | | |

| Particulars of previous registry i.e. Name, Official No., Date and Port of Registry. | No., Date and Port of present Registry (to be filled in by Registrar) | Whether Steam or Motor Ship | Horse Power of Engines, if any |
|--|---|-----------------------------|--------------------------------|
| | | | |

| | Feet | Tenths | Metres |
|---|------|--------|--------|
| Length from fore part of stem to the aft side of the head of the stern post | | | |
| Main breadth to outside of plating | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | |

| Number of Tons | | | |
|-----------------|--|--------------------|--|
| Gross | | Register | |

and as described in more detail in the Certificate of the Surveyor and the Register Book.

| JOINT OWNERS | | | |
|--------------|--------------------|------------|----------------|
| Name | Place of residence | Occupation | Place of birth |
| | | | |

Firstly—Each of us, the several persons above mentioned whose names are hereunto subscribed declares as follows:—
I am a citizen of India.*

1.
2.
3.
4.
5.

The above general description of the Ship is correct.

is the Master of the said Ship. , whose Certificate of Competency or Service is No. ,

Secondly—We the said several persons above-mentioned respectively declare as follows:—
We are entitled to be registered as Joint Owners of share/shares in the said Ship.

We solemnly declare that the particulars stated herein are true to the best of our knowledge and belief.

Made and Subscribed the day of
by the abovenamed
in the presence of

In order to claim the status of a citizen, a person must satisfy the provisions of (i) Article 3 or (ii) Article 6 of the Constitution or (iii) the provisions of the Citizenship Act of 1955 (57 of 1955)
NOTE:—Declarations must be made before a Registrar of Indian Ships, a Justice of the Peace or a Commissioner of Oaths or an Indian Consular Officer.

The qualification of the person taking the declaration is to be added to his signature.



DECLARATION OF OWNERSHIP

Issued by the
Government of India

On Behalf of Company under Section 29 of the Merchant Shipping Act 1958 (44 of 1958)

| Official Number | Name of Ship | Time when and place where ship was built |
|-----------------|--------------|--|
| | | |

| Particulars of previous registry i.e. Name, Official No., Date and Port of Registry | No., Date and Port of present Registry (to be filled in by Registrar) | Whether Steam or Motor Ship | Horse Power of Engines, if any |
|---|---|-----------------------------|--------------------------------|
| | | | |

| | Feet | Tenths | Metres |
|---|------|--------|--------|
| Length from fore part of stem to the aft side of the head of the stern post | | | |
| Main breadth to outside of plating | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | |

Number of Tons

| | | | |
|-------|--|-----------|--|
| Gross | | Register. | |
|-------|--|-----------|--|

and as described in more detail in the Certificate of the Surveyor and the Register Book.

I, the undersigned, son of
residing at Occupation
place of birth authorised by the—
under its common seal (which authorisation is annexed hereto) declare as follows:—

The said Company was registered under the Companies Act 1956, on the day of 19..... and has its registered office at and it satisfies the requirement specified in Clause (b) of Section 21 of the Merchant Shipping Act, 1958 (44 of 1958), viz:—

- (i) That the principal place of business is at in India;
- (ii) That at least 75 per cent of the share capital of the Company is held by citizens of India;†
- (iii) That not less than three-fourths of the total number of Directors of the Company are citizens of India;†

(iv) That the Chairman of the Board of Directors and the Managing Director or Managing Directors, if any, of the Company are citizens of India;†

*and

(v) That the Managing Agents of the Company are citizens of India;† (or, in case a Company is the Managing Agent)

That the Managing Agent is a Company which satisfies the requirements of sub-clauses (i)

(ii), (iii) and (iv) of clause (b) of Section 21 of the Merchant Shipping Act, 1958.

*(Strike this out if the Company has no Managing Agents).

The above general description of the Ship is correct.

.....whose Certificate of Competency or Service is No....., is the Master of the said Ship. The said Company has.....shares in the Ship and is entitled to be registered as owner. I solemnly declare that the particulars herein are true to the best of my knowledge and belief.

Made and Subscribed theday of....., }

19.....by the abovenamed..... }

in the presence of..... }

..... }

NOTE:—Declarations must be made before a Registrar of Indian Ships, a Justice of the peace or a Commissioner of Oaths or an Indian Consular Officer.

The qualification of the person taking the declaration is to be added to his signature.

†In order to claim the status of a citizen, a person must satisfy the provision of (i) Article 5 or (ii) Article 6 of the Constitution or (iii) the provisions of the Citizenship Act of 1955 (57 of 1955).

Registry Form No. 5



**DECLARATION BY REPRESENTATIVE OF A DECEASED REGISTERED
OWNER OR MORTGAGEE TAKING BY TRANSMISSION**

(Merchant Shipping Act, 1958, Sections 44 & 54)

Issued by the
Government of India

| Official Number | Name of Ship | No., Date, and Port of Registry |
|-----------------|--------------|---------------------------------|
| | | |

| Whether a Steam or Motor Ship | Horse Power of Engines |
|-------------------------------|------------------------|
| | |

| | Feet | Tenths |
|---|--------|--------|
| | Metres | |
| Length from forepart of stem to the aft side of the head of the stern post. | | |
| Main breadth to outside of plating | | |
| Depth in hold from tonnage deck to ceiling amidships | | |

NUMBER OF TONS

| | | | |
|-----------------|--|----------------------|--|
| Gross | | Registered | |
|-----------------|--|----------------------|--|

and as described in more detail in the Certificate of the Surveyor and the Register Book

| Name(s) | Father's Name(s) | Place of Residence | Occupation | Place of Birth |
|---------|------------------|--------------------|------------|----------------|
| | | | | |
| | | | | |
| | | | | |

I/each of us, the several persons, above-mentioned whose name(s) is/are hereunto subscribed declare as follows:—

(a)..... I/We declare that
..... the person appearing by the Register Book to be the (b).....
..... share/shares in the Ship above described died at.....

(c).....
.....

I am entitled to be registered as owner/mortgagee of..... share/shares in the said ship.

I solemnly declare that the particulars stated herein are true to the best of my knowledge and belief.

Made and 'subscribed this.....day of

.....19....., by the above named

in the presence of.....

**

(a) In the case of ownership, here state "I am" (or "we are") "an Indian citizen" (or "Indian citizens"). [In order to claim the status of a citizen, a person must satisfy the provisions of (i) Article 5, or (ii) Article 6 of the Constitution or (iii) the provisions of the Citizenship Act of 1955 (57 of 1955)].

(b) "Owner" or "Mortgagee".

(c) Held on the day of having first duly made his will dated the day of whereby he appointed (me or us) executor, and (I or we) proved his said will on the day of in the court of (or) on the day of Intestate, and that letters of administration of his estate and effects were on the day of duly granted to (me or us) by the court of

* Here insert name of deceased.

** Declarations must be made before a Registrar of Indian ships, a Justice of the Peace, a Commissioner for Oaths, or an Indian Consular Officer.

The qualification of the person taking the declaration is to be added to his signature.

NOTE.—This declaration should be accompanied by a succession certificate, probate or letters of administration, as the case may be, under the Indian Succession Act, 1925, or a duly certified copy thereof.



**DECLARATION OF OWNERSHIP OR INTEREST ON TRANSMISSION
BY INSOLVENCY OF REGISTERED OWNER OR MORTGAGEE**

(Merchant Shipping Act, 1958, Sections 44 & 54)

Issued by the
Government of India

| Official Number | Name of Ship | No., Date, and Port of Registry |
|-----------------|--------------|---------------------------------|
| | | |

| Whether a Steam or Motor Ship | Horse Power of Engines |
|-------------------------------|------------------------|
| | |

| | Feet | Tenths |
|---|--------|--------|
| | Metres | |
| Length from forepart of stern to the aft side of the head of the stern post | | |
| Main breadth to outside of plating | | |
| Depth in hold from tonnage deck to ceiling amidships | | |

NUMBER OF TONS

| | | | |
|-------|--|------------|--|
| Gross | | Registered | |
|-------|--|------------|--|

and as described in more detail in the Certificate of the Surveyor and the Register Book

| Name(s) | Father's Name(s) | Place of Residence | Occupation | Place of Birth |
|---------|------------------|--------------------|------------|----------------|
| | | | | |

/each of us, the several persons, above-mentioned whose name(s) is/are hereunto subscribed declare as follows:—

(a).....

.....
The person appearing by the Register Book to be the (b).....of.....share/shares in the Ship above described was on the.....day of.....One thousand nine hundred and.....adjudged insolvent by the (c).....appointed trustee of the property of the said.....and (d).....entitled to be registered as (e).....of the said.....share/shares of the ship.

I am entitled to be registered as owner/mortgagee of.....share/shares in the said ship.

I solemnly declare that the particulars stated herein are true to the best of my knowledge and belief.

Made and subscribed this.....day of

.....19....., by the above-named

.....
in the presence of.....

**

(a) In the case of ownership, here state "I am" (or "we are") "an Indian citizen" (or "Indian citizens"). [In order to claim the status of a citizen, a person must satisfy the provisions of (i) article 5, or (ii) Article 6 of the Constitution or (iii) the provisions of the Citizenship Act of 1955 (57 of 1955)].

(b) "Owner" or "Mortgagee".

(c) Here state name of Court.

(d) "I am" or "we are".

(e) "Owner" or "Mortgagee".

** Declarations must be made before a Registrar of Indian ships, a Justice of the Peace, Commissioner for Oaths, or an Indian Consular Officer.

The qualification of the person taking the declaration is to be added to his signature.



INSTRUMENT OF SALE (INDIVIDUALS OR JOINT OWNERS)

(Merchant Shipping Act, 1958, Section 42)

Issued by the
Government of India

| Official Number | Name of Ship | Year, and Port of Registry | Whether a Steam or Motor Ship | Horse Power of Engines |
|-----------------|--------------|-------------------------------|-------------------------------------|---------------------------|
| | | | | |

| Length from forepart of stem to the aft side of the head of the stern post Main breadth to outside of plating Depth in hold from tonnage deck to ceiling amidships | Feet | Tenths | Gross. Number of Tons Register |
|--|--------|--------|--------------------------------------|
| | Metres | | |
| | | | |

and as described in more detail in the Certificate of the Surveyor and the Register Book.

(a).....the undersigned (b).....
in consideration of the sum of.....paid to (c).....by
(d).....
the Receipt whereof is hereby acknowledged, transfer.....Shares in the
Ship above particularly described, and in her boats, and appurtenances, to the said.....

Further (a).....the said.....for (e).....
.....heirs covenant with the said.....and (f).....
.....assigns, that (a).....have power to transfer
in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are
free from encumbrances (g).....

In witness whereof (a).....have hereunto subscribed (h).....
name.....and affixed (h).....seal this.....day of
.....One thousand nine hundred and.....

Executed by the above-named.....
in the presence of (i).....

(a) "I" or "we". (b) Here insert full name and address, with description of the transferor or
transferors. (c) "me" or "us". (d) Here insert full name and address of transferee or transferees
with their description in the case of individuals, and adding "as Joint Owners" where
such is the case. (e) "myself and my" "ourselves and our." (f) "his," "her," "their" or "its."
(g) If there be any subsisting Mortgage, add "save as appears by the Registry of the said Ship."
(h) "my" or "our". (i) Names, address, and description of at least two witnesses. *Space for
signature and Seal.

NOTE.—A Purchaser of a Registered Indian Ship does not obtain a complete title until the
Instrument of Sale has been recorded at the Port of Registry of the Ship; and neglect of this pre-
caution may entail serious consequences.

NOTE.—Registered Owners or Mortgagees are reminded of the importance of keeping
the Registrar of Indian ships informed of any change of residence on their part.



(Merchant Shipping Act, 1958, Section 42)

[illegible]

and as described in more detail in the Certificate of the Surveyor and the Register Book

We, (a) _____ having our principal place of business at _____
to us by _____ in consideration of the sum of _____ paid
of (b) _____
the Receipt whereof is hereby acknow-
ledged transfer _____ Shares, in the Ship above parti-
cularly described and in her boats and appurtenances, to the said _____

Further we the said _____ for ourselves and our
successors covenant with the said _____ and (c)
assigns, that we have power to transfer in manner
aforesaid the premises hereinbefore expressed to be transferred and that the same are free from
encumbrances (d)

In witness whereof we have herunto affixed our common seal this day of
One thousand nine hundred and

The Common Seal of the
was affixed hereunto in the presence of (c)

(a) Here insert title in full of the Company (b) Here insert address in full and description of transferor or transferees (c) "His" "her" or "their" (d) If there be any subsisting Mortgage add "save as appears by the Registry of the said Ship"

(c) Description of at least two Witnesses Directors, Secretary etc (as the case may be)

NOTE - A Purchaser of a Registered Indian Ship does not obtain a complete title until the Instrument of Sale has been recorded at the Port of Registry of the ship, and neglect of this precaution may entail serious consequences

NOTE — Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Indian Ships informed of any change of residence on their part



MORTGAGE (to secure Principal Sum and Interest)

(INDIVIDUAL OR JOINT OWNERS)

(Merchant Shipping Act, 1958, Sections 47, 48 & 53.

Issued by the
Government of India

| | | | |
|---|--------------|--------------------------------|--------|
| Official Number | Name of Ship | No., Date and Port of Registry | |
| | | | |
| Whether a Steam or Motor Ship | | Horse Power of Engines | |
| | | | |
| | | Feet | Tenths |
| | | Metres | |
| Length from forepart of Stem, to the aft side of the head of the stern post | | | |
| Main breadth to outside of plating | | | |
| Depth from top of deck at side amidships to bottom of keel | | | |
| NUMBER OF TONS | | | |
| Gross | | Registered | |
| | | | |

and as described in more detail in the Certificate of the Surveyor and the Register Book

(a).....the undersigned (b).....son of.....
in consideration of.....this day lent to (c).....
by (d).....
do hereby for (e).....and (f).....heirs, executors or administrators covenant
with the said.....Firstly, that (a).....
or (f).....heirs, executors, or administrators, will pay to the said.....
the said sum of.....together with interest thereon at the rate of.....
per cent. per annum on the (g).....day of.....next; and secondly, that if the said
principal sum is not paid on the said day (a).....(or) (f).....heirs, executors
or administrators, will, during such time as the same or any part thereof remains unpaid, pay to the
said.....interest on the whole or such part thereof as may for the time
being remain unpaid, at the rate of.....per cent. per annum, by equal half-yearly pay-
ments on the.....day of.....and.....day of.....
in every year; and for better securing to the said.....
the re-payment in manner aforesaid of the said principal sum and interest (a).....
hereby mortgage to the said.....
shares of which (h).....the Owner.....in the Ship above particularly described,
and in her boats, and appurtenances. Lastly, (a).....for (e).....
and (f).....heirs executors or administrators covenant with the said.....
.....and.....assigns that (a).....
have power to mortgage in manner aforesaid the above-mentioned shares, and that the same are
free from encumbrances (i).....

In witness whereof (a).....have hereto subscribed (f).....name.....
and affixed (f).....seal.....this.....day of.....
One thousand nine hundred and.....

Executed by the above-named.....

in the presence of (j)

- (a) "I" or "we".
- (b) Here insert full name and address with description of the mortgagor or mortgagors.
- (c) "me" or "us".
- (d) Here insert full name and address of mortgagee or mortgagees with their description in the case of individuals, and adding "as joint mortgagees" where such is the case.
- (e) "myself" or "ourselves".
- (f) "my" or "our".
- (g) Insert the day fixed for payment of principal as above.
- (h) "I am" or "we are".
- (i) If any prior encumbrance add, "save as appears by the registry of the said ship."
- (j) Name, address, and description of at least two witnesses.

†Space for signature and seal.

Registry Form No. 10.

Priced.

NOTE.—The prompt registration of a Mortgage Deed at the Port of Registry of the Ship is essential to the security of the Mortgagee, as a Mortgage takes its priority from the date of production for Registry, not from the date of the instrument.

NOTE.—Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Indian Ships informed of any change of residence on their part.

[P.T.O.]

N.B.—In the case of Transfer it must be made by Endorsement in one of the following forms:—

TRANSFER OF MORTGAGE

by Individual or Joint Owners

(a).....the within-mentioned.....
son of.....
in consideration of.....
this day paid to (b).....by.....

hereby transfer to (c).....the benefit of the within-written security.
In witness whereof (a).....have hereunto subscribed (d).....
name.....and affixed (d).....seal.....this.....
day of.....one thousand nine hundred and.....
Executed by the above-named.....

in the presence of (e).....

(a) "I" or "we".

(b) "me" or "us."

(c) "him" "them" or "it."

(d) "my" or "our."

(e) Name, address & description of at least two witnesses.

TRANSFER OF MORTGAGE

by Company or Body Corporate

The within-mentioned.....
in consideration of.....
his day paid to it by.....
hereby transfer to (c).....the benefit of the within-written security. In witness
whereof we have hereunto affixed our common seal this.....day of.....
one thousand nine hundred and.....

The Common Seal of the.....
was affixed in the presence of*.....

N.B.—In case a mortgage is paid off, a Memorandum of its Discharge in one of the following forms must be used:—

BY INDIVIDUAL OR JOINT OWNERS

Received the sum of.....
in discharge of the within-written security. Dated at.....
this.....day of.....19.....

Witnesses (e).....
of.....

BY COMPANY OR BODY CORPORATE

Received the sum of.....
in discharge of the within-written security. In witness whereof we have hereunto affixed our
common seal this.....day of.....19.....at.....

The Common Seal of.....
was affixed in the percentage of*.....

*Signatures and description of at least two witnesses, i.e., Director, Secretary etc. (as the case may be).

MORTGAGE (to secure Principal Sum and Interest).

(COMPANY)

(Merchant Shipping Act, 1958, Sections 47, 48 & 53.)

| Official Number | Name of Ship | No., Date, and Port of Registry |
|-----------------|--------------|---------------------------------|
| | | |

| Whether a Steam or Motor Ship | Horse Power of Engines |
|-------------------------------|------------------------|
| | |

| | Feet | Tenths | Metres |
|--|------|--------|--------|
| Length from forepart of stem to the aft side of the head of the stern post | | | |
| Main breadth to outside of plating | | | |
| Depth in hold from tonnage deck to ceilingamidships | | | |

NUMBER OF TONS

| Gross | Register |
|-------|----------|
| | |

and as described in more detail in the Certificate of the Surveyor and the Register Book.

We, (a).....
 in consideration of.....this day lent to us by (b).....
 do hereby for ourselves and our successors covenant with the said.....
 and (c).....assigns firstly That we or our successors, will pay to the said ...
 or (c).....assigns the said sum of
 together with interest thereon at the rate of.....per cent. per annum on the (d).....
 day of.....next; and secondly, that if the said principal sum is not paid on the said
 day, we or our successors will, during such time as the same or any part thereof remains unpaid,
 pay to the said.....or (c).....assigns,
 interest on the whole or such part thereof as may for the time being remain unpaid, at the rate
 of.....per cent. per annum, by equal half-yearly payments on the.....
 day of.....and.....day of.....in every year; and
 for better securing the said.....
 the repayment in manner aforesaid of the said principal sum and interest we hereby mortgage to
 the said.....
 share/shares, of which we are the Owners in the Ship above particularly described, and in her
 boats, and appurtenances. Lastly, we for ourselves and our successors covenant with the
 said.....and (c).....
 assigns that we have power to mortgage in manner aforesaid the above-mentioned shares, and
 that the same are free from incumbrances (c).....
 In witness whereof we have hereunto affixed our common seal this.....
 day of.....One thousand nine hundred and.....

The common seal of the.....

.....
 was affixed hereunto in the presence of.....

NOTE.—The prompt registration of a Mortgage Deed at the Port of Registry of the Ship is essential to the security of the Mortgagee, as a Mortgage takes its priority from the date of production for Registry, *not from the date of the instrument.*

NOTE.—Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Indian Ships informed of any change of residence on their part.

(a) Name in full of Company together with its principal place of Business.

(b) Full name, address and description of mortgagee. If joint mortgagees are concerned they must be so described. If the mortgagee is a Company, the full title and address must be given.

(c) "his" "their" or "its".

(d) Insert the day fixed for payment of principal as above.

(e) If any prior incumbrance add, "save as appears by the Registry of the said Ship."

†Description of witnesses, Directors, Secretary, &c. (as the case may be).

Registry Form No. 11.

Priced.

N.B.—In the case of Transfer it must be made by Indorsement in one of the following forms:—

TRANSFER OF MORTGAGE—by Individual or Joint Owners.

(a) the within-mentioned
in consideration of
this day paid to (b) by
hereby transfer to (c) the benefit of the within-written security. In witness whereof (a) ..
have hereunto subscribed (d)..... name and affixed (d)..... seal..... this.....
day of one thousand nine hundred and.....
Executed by the above-named..... }
..... }
in the presence of (e)

TRANSFER OF MORTGAGE—by Company or Body Corporate.

The within-mentioned.....
in consideration of
this day paid to it by.....
hereby transfer to (c) the benefit of the within-written security. In witness whereof
we have hereunto affixed our common seal this..... day of..... one thousand
nine hundred and.....
The Common Seal of the..... }
..... }
was affixed in the presence of*
..... }
..... }
..... }

- (a) "I" or "we."
- (b) "me" or "us"
- (c) "him" "them" or "it."
- (d) "my" or "our."
- (e) Name, address & description of at least two witnesses.
- (c) "him" "them" or "it."

N.B.—In case a Mortgage is paid off, a Memorandum of its Discharge in one of the following forms must be used.

BY INDIVIDUAL OR JOINT OWNERS

Received the sum of.....
in discharge of this within-written security. Dated at.....
this..... day of..... 19 ..
Witnesses (e).....
of.....

BY COMPANIES OR BODY CORPORATE

Received the sum of.....
in discharge of the within-written security. In witness whereof we have hereunto affixed our
common seal this..... day of..... 19..... at.....
The Common Seal of the..... }
..... }
was affixed in the presence of*..... }
..... }
..... }
..... }

*Signatures and description of at least two witnesses, i.e., Directors, Secretary, etc. (as the case may be).



MORTGAGE (to Secure Account Current, &c.)

(Individuals or Joint Owners.)

(Merchant Shipping Act, 1958 Sections 47, 48 & 53.)

Issued by the
Government of India

| Official Number | Name of Ship | No., Date, and Port of Registry |
|-----------------|--------------|---------------------------------|
| | | |

| Whether a Steam or Motor Ship | Horse Power of Engines. |
|-------------------------------|-------------------------|
| | |

| | Feet | Tenths | Metres |
|---|------|--------|--------|
| Length from forepart of stem, to the aft side of the head of the stern post | | | |
| Main breadth to outside of plating : : : : | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | |

NUMBER OF TONS

Gross / Registered /

and as described in more detail in the Certificate of the Surveyor and the Register Book.

Whereas (a)

Now (b)..... the undersigned.....
in consideration of the premises for (c)..... and (d)..... heirs, covenant with
the said..... and (e)..... assigns, to pay to him or them the sums
for the time being due on this security, whether by way of principal or interest, at the times and
manner aforesaid. And for the purpose of better securing to the said.....
the payment of such sums as last aforesaid, (b)..... do hereby mortgage to the said.....
shares, of which (f)..... am/are the Owner..... in the Ship above particularly
described, and in her boats and appurtenances.

Lastly, (b)..... for (c)..... and (d)..... heirs, covenant with the
said..... and (e)..... assigns that (b)..... ha..... power to mortgage in manner aforesaid
the above mentioned shares, and that the same are free from incumbrances (g).....

In witness whereof (b)..... ha..... hereto subscribed (d)..... name.....
and affixed (d)..... seal..... this..... day of..... One thousand nine hundred
and.....

Executed by the above-named

in the presence of ‡.....

(a) Here state by way of recital there is an account current between the Mortgagor (giving
his address and description and if joint Owners are concerned describing them as such) and the
Mortgagee (giving his address and description. If the Mortgagee is a Company or a Body Cor-
porate the full title and address must be given and if joint Mortgagees are concerned they must be
so described), and describe the nature of the transaction so as to show how the amount of principal
and interest due at any given time is to be ascertained, and the manner and time of payment.

(b) "I" or "we."

(c) "myself" or "ourselves."

(d) "my" or "our".

(e) "his" or "their."

(f) "I am" or "we are."

(g) If any prior incumbrance add, "save as appears by the Registry of the said Ship."

‡Name, address, and description of at least two witnesses.

Note.—The prompt registration of a Mortgage deed at the port of Registry of the Ship is
essential to the security of the Mortgagee, as a Mortgage takes its priority from the
date of production for registry, *not from the date of the instrument*.

Note.—Registered Owners or Mortgagees are reminded of the importance of keeping the
Registrar of Indian Ships informed of any change of residence on their part.

Mortgage (to secure Account Current, etc.)

(INDIVIDUALS OR JOINT OWNERS)

N.B.—In case of Transfer it must be made by Enforcement in one of the following forms.

TRANSFER OF MORTGAGE—by Individuals or Joint Owners

(a) "I" or "we," (a) the within-mentioned.....
in consideration of
(b) "me" or "us" this day paid to (b) by.....
(c) "him", "them" hereby transfer to (c) the benefit of the within-written security.
or "it," In witness whereof (a) have hereunto subscribed
(d) "my" or "our", (d) name and affixed (d)
..... seal this
day of one thousand nine hundred and
Executed by the above-named.....
(c) Name, address and description of not less than two witnesses,
in the presence of (e) }

TRANSFER OF MORTGAGE-by Company or Body Corporate

The within-mentioned.....
in consideration of
this day paid to it by.....
(c) "him", "them" hereby transfer to (c) the benefit of the within-written security
or "it," In witness whereof we have hereunto affixed our common seal this
day of one thousand nine hundred and
The Common Seal of the.....
.....
was affixed in the presence of*
.....
.....
.....
.....

N.B.—In case a Mortgage is paid off, a Memorandum of its discharge in one of the following forms must be used.

BY INDIVIDUALS OR JOINT OWNERS

Received the sum of.....
in discharge of the within-written security. Dated at..... this.....
day of 19.....
Witness (e).....
of.....

BY COMPANY OR BODY CORPORATE

Received the sum of.....
in discharge of the within-written security. In witness whereof we have hereunto affixed our
common seal this..... day of 19..... at.....
The Common Seal of the
.....
was affixed in the presence of*
.....
.....
.....
.....

*Signatures and description of at least two witnesses, i.e.,
Directors, Secretary, etc., as the case may be).

Mortgage (to secure Account Current, etc.)

(Company)

N.B.—In case of Transfer it must be made by Endorsement in one of the following forms.

TRANSFER OF MORTGAGE—by individuals or Joint Owners

- (a) "I" or "we." (a).....the within-mentioned,
in consideration of.....
(b) "me" or "us." this day paid to (b).....by.....
(c) "him", "them" hereby transfer to (c).....the benefit of the within-written security.
or "it" In witness whereof (a).....have hereunto subscribed (d).....
(d) "my" or "our" name.....and affixed (d).....seal.....this
day of.....one thousand nine hundred and.....
Executed by the above-named.....
(e) Name, address and description of not less than two witnesses }
in the presence of (e)

TRANSFER OF MORTGAGE—by Company or Body Corporate

- The within-mentioned.....
in consideration of.....
this day paid to it by.....
(c) "him", "them" hereby transfer to (c).....the benefit of the within-written security.
or "it" In witness where of we have hereunto affixed our common seal this.....
day of.....one thousand nine hundred and.....
The Common Seal of the.....
was affixed in the presence of*
.....
.....

N.B.—In case a Mortgage is paid off, a Memorandum of its Discharge in one of the following forms must be used.

BY INDIVIDUALS OR JOINT OWNERS

Received the sum of.....
in discharge of the within-written security. Dated at.....this
day of.....19.....

Witness (e).....
of.....

BY COMPANY OR BODY CORPORATE

Received the sum of.....
in discharge of the within-written security. In witness whereof we have hereunto affixed our
common seal this.....day of.....19.....at.....

The Common Seal of the.....
was affixed in the presence of*
.....
.....
.....

*Signatures and description of at least two witnesses, i.e.,
Directors, Secretary, etc. (as the case may be).



PROVISIONAL CERTIFICATE OF INDIAN REGISTRY.

(MERCHANT SHIPPING ACT, 1958—SECTION 40(1))

Expiring on or before the.....day of.....19....(see footnote)

Issued by the
Government of India

| Name of Ship (a) | Where and when Built | Steam or Motor Ship; how propelled. |
|------------------|----------------------|-------------------------------------|
| | | |

| | |
|---------------------------|-----------------------------------|
| Number of Decks | Framework and description of ship |
| Number of Masts | Number of bulkheads |
| Rigged | |
| Stem | |
| Stern | Number of water ballast tanks and |
| Build | their capacity in tons |

| MEASUREMENTS | Feet | Tenths | Metres |
|---|------|--------|--------|
| Length from the fore part of stem to the aft side of the head of the stern post | | | |
| Main Breadth to outside of plating | | | |
| Depth in hold from tonnage deck to ceiling amidships | | | |
| Length of engine room | | | |
| Number of engines | | | |
| Combined Horse Power | | | |
| Name and address of engine maker | | | |

| PARTICULARS OF TONNAGE. | | | |
|--|--------------|--------------|--|
| GROSS TONNAGE | No. of tons, | Cubic Metres | DEDUCTIONS ALLOWED |
| Under tonnage deck | | | On account of spaces required for propelling power |
| Space or spaces between decks | | | |
| Turret or Trunk | | | On account of spaces provided by way of crew accommodation, as follows:— |
| Forecastle | | | |
| Bridge Space | | | (Number of seamen and apprentices for whom accommodation is certified |
| Poop or Break | | | Other deductions: |
| Side Houses | | | |
| Deck Houses | | | |
| Chart House | | | |
| Spaces for machinery and light and air | | | |
| Excess of Hatchways | | | |
| Gross tonnage | | | } Total : |
| Deductions, as per contra | | | |
| Register tonnage | | | |

NOTE 1.—The tonnage of the engine room spaces below the upper deck is tons and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage

NOTE 3.—The location and tonnage of the boatswains store rooms are as follows:—.....

NOTICE OF NAME PROPOSED FOR AN INDIAN SHIP

(Merchant Shipping Act, 1958, Sec. 55)

Note.—This form is not to be used for an application to change the name of a ship already on the Register.

1. NAME PROPOSED (block letters) alternative name(s) in order of preference should be given in case the first name cannot be authorised.

2. IF A NEW SHIP state:—

(a) Name and Address of Builder.

(b) Yard No.

3. IF SHIP HAS BEEN PURCHASED state:—

(a) Previous Foreign name(s) if any.

(b) Port at which ship is now lying.

4. TONNAGE of ship (approx.) and method of propulsion, steam, or motor.

5. PROPOSED TRADE of SHIP.

6. PROPOSED DATE and PORT of REGISTRY.

7. NAME and ADDRESS— OWNER.

Applicant's Signature.

Address.

The Registrar of Indian Ships, 196

Forwarded

Registrar of Indian Ships.

The Director General of Shipping, Bombay. 196

CERTIFICATE OF DIRECTOR GENERAL OF SHIPPING

I certify that the name is not already the name of a registered Indian ship, or so similar to a registered name as to be calculated to deceive.

The Registrar of Indian Ships, Director General of Shipping.

..... 196

This certificate when permissive is to be retained by the Registrar at the port of registry.

If the ship is not registered within twelve months of the date of this certificate, the authority will be considered to have lapsed, but the authority may be renewed if sufficient cause is shown.

Registry Form No. 15.

Dear Sir,

I refer to your application.....for permission to change the name of the shipto.....and have to request that you will advertise the proposed change, in the terms stated on the back of this letter, in two of the principal news-papers circulating in the Port of.....

Provided that no objection is lodged with the Registrar of Indian Ships at.....within ten days from the date upon which the later of the two advertisements appears, this Directorate will be prepared to authorise the change of name.

Copies of the newspapers containing the advertisement should be sent to the Registrar of Indian Ships atto whom the Certificate of Registry of the Vessel should be produced for endorsement of the change.

Yours faithfully,

DIRECTOR GENERAL OF SHIPPING.

Registry Form No 16.

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

I.....of.....hereby give notice that in consequence of.....

I have applied to the Director General of Shipping under Section 55 of the Merchant Shipping Act, 1958, in respect of the shipof.....
Official Number.....of gross tonnage.....tons,
register tonnage.....tons, heretofore owned by*.....

.....for permission to change her name to.....
.....and to have her registered in the new name at
the port of.....as owned by.....

Any objections to the proposed change of name must be sent to the Registrar of Indian Ships atwithin ten days from the appearance of this advertisement.

Dated at19.....

Thisday of.....19.....

(Signed).....

(Note:—It is particularly requested that the advertisement may be made in the above form; otherwise delays may arise).

State here the reason for the change of name.

*If owned by several owners the names and addresses of all upon the register must be given



Issued by the
Government of India

CERTIFICATE OF SURVEY

(Merchant Shipping Act, 1958—Section 27)

| | | | | | | | |
|---|--|--|------------|--|------|--------|--------|
| Name of Ship], | | Port of intended Registry | | Name and Official Number if there has been any former registry | | | |
| | | | | | | | |
| Whether Indian or Foreign Built | Whether a Steam or Motor Ship: how propelled | Where Built | When Built | Name and Address of Builders | | | |
| | | | | | | | |
| | | | | | Feet | Tenths | Metres |
| Number of Decks | | Length from fore part of stem, to the aft side of the head of the stern post | | | | | |
| Number of Masts | | Main breadth to outside of plating | | | | | |
| Rigged | | Depth in hold from tonnage deck to ceiling amidships | | | | | |
| Stem | | Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards | | | | | |
| Stern | | Depth from top of deck at side amidships to bottom of keel Round of beam | | | | | |
| Build | | Length of engine room | | | | | |
| Framework and description of Ship | | | | | | | |
| Number of Bulkheads | | | | | | | |

PARTICULARS OF TONNAGE

| | No. of Tons | Cubic Metres | No. of |
|--|----------------|-----------------|---|
| GROSS TONNAGE | | | |
| Under Tonnage Deck | | | |
| Space or spaces between Decks | | | |
| Turret or Trunk | | | |
| Forecastle | | | |
| Bridge space | | | |
| Poop | | | |
| Break | | | |
| Side Houses | | | |
| Deck Houses | | | |
| Chart House | | | |
| Spaces for Machinery, and light, and air | | | |
| Excess of Hatchways | | | |
| Gross Tonnage | | | |
| Deductions, as per contra | | | |
| Register Tonnage | | | |
| | | | DEDUCTIONS ALLOWED On account of space required for propelling power . On account of spaces provided by way of crew accom- modation, as follows :— (Number of seamen or apprenices for whom accom- modation is certified.....) Other deductions :— |

NOTE 1.—The tonnage of the engine room spaces below the upper deck is.....tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is.....tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage :

NOTE 3.—The location and tonnage of the boatswains store rooms are as follows :—.....

I, the undersigned Surveyor appointed under Section 9 of the Merchant Shipping Act, 1958, having surveyed the above-named ship hereby certify that the above particulars are true and that her name is marked on each of her bows and her name and the port of registry are properly marked on a conspicuous part of her stern and a scale of feet/metres denoting her draft are marked on each side of her stem and of her stern post as prescribed.

Dated at,.....

this.....day of.....19.....

Surveyor

CERTIFIED EXTRACT OF PARTICULARS SUPPLIED BY BUILDERS, OWNERS OR ENGINE MAKERS

PARTICULARS OF PROPELLING ENGINES, &c. as supplied by Builders, owners, or Engine Makers

| No. of sets of Engines | Description of Engines | Whether Indian or Foreign made | When made | Name and address of makers | Reciprocating Engines | | Rotary Engines | N.H.P. B.H.P. I.H.P. Estimated Speed of Ship |
|------------------------|---------------------------|--------------------------------|-----------|----------------------------|---|------------------|------------------------------|---|
| | | | | | No. and Diameter of Cylinders in each set | Length of Stroke | No. of Cylinders in each set | |
| — | | Engines | Engines | Engines | | | | |
| No. of Shafts | Particulars of Boilers | Boilers | Boilers | Boiler | | | | |
| | Description | | | | | | | |
| | Number | | | | | | | |
| | Loaded Pressure | | | | | | | |

Number of water ballast tanks and their capacity in tons.....

_____19_____

_____Surveyor

Registry Form No. 17.



Issued by the
Government of India

CERTIFICATE OF SURVEY OF A TUG

[Merchant Shipping Act, 1958—Section 27]

| | | | | |
|---|---|--|------------|------------------------------|
| Name of Ship | Port of intended Registry | Name and Official Number if there has been any former registry | | |
| | | | | |
| | | | | |
| Whether Indian or Foreign Built | Whether a Steam or Motor Ship; how propelled | Where Built | When Built | Name and Address of Builders |
| | | | | |
| Number of Decks | Length from fore part of stem, to the aft side of the head of the stern post | Feet | Tenths | Metres |
| Number of Masts | Main breadth to outside of plating | | | |
| Rigged | Depth in hold from tonnage deck to ceiling amidships | | | |
| Stem | Depth in hold from upper deck to ceiling admidships, in the case of three decks and upwards | | | |
| Stern | Depth from top of deck at side amidships to bottom of keel | | | |
| Build | Round of beam | | | |
| Framework and description of ship | Length of engine room | | | |
| Number of Bulkheads | | | | |

PARTICULARS OF TONNAGE

| | | No. of Tons | Cubic Metres | | | No. of Tons |
|---|--|----------------|-----------------|---|--|-------------|
| GROSS TONNAGE | | | | DEDUCTIONS ALLOWED | | |
| Under Tonnage Deck | | | | On account of space required for propelling power | | |
| Space or spaces between Decks | | | | On account of spaces provided by way of crew accommodation, as follows :— | | |
| Turret or Trunk | | | | (Number of seamen or apprentices for whom accommodation is certified.....) | | |
| Forecastle | | | | Other deductions :— | | |
| Bridge space | | | | | | |
| Poop | | | | | | |
| Break | | | | | | |
| Side Houses | | | | | | |
| Deck Houses | | | | | | |
| Chart House | | | | | | |
| Spaces for Machinery and light, and air | | | | | | |
| Excess of Hatchways | | | | | | |
| Gross Tonnage | | | | | | |
| Deductions, as per contra | | | | | | |
| Register Tonnage | | | | | | |

NOTE 1.—The tonnage of the engine room spaces below the upper deck is tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage:

NOTE 3.—The location and tonnage of the boatswains store rooms are as follows :—.....

NOTE 4.—If and when employed for the carriage of passenger, cargoes, or stores, or when using dry docks, floating docks or places provided for the repairing of vessels, the register tonnage on which dues based on register tonnage may be levied by any harbour or dock authority is..... tons.

I, the undersigned Surveyor appointed under Section 9 of the Merchant Shipping Act, 1958, having surveyed the above-named ship hereby certify that the above particulars are true and that her name is marked on each of her bows and her name and the port of registry are properly marked on a conspicuous part of her stern and a scale of feet/metres denoting her draft are marked on each side of her stern and of her stern post as prescribed.

Dated at

this.....day of.....19....

.....
Surveyor

CERTIFIED EXTRACT OF PARTICULARS SUPPLIED BY BUILDERS, OWNERS OR ENGINE MAKERS

PARTICULARS OF PROPELLING ENGINES, & c. as supplied by Builders, Owners or Engine Makers

| No. of sets of Engines | Description of Engines | Whether Indian or Foreign made | when made | Name and address of makers | Reciprocating Engines | | Rotary Engines | N.H.P. B.H.P. I.H.P. Estimated Speed of Ship |
|------------------------|---------------------------|--------------------------------|-----------|----------------------------|---|------------------|------------------------------|---|
| | | | | | No. and Diameter of Cylinders in each set | Length of Stroke | No. of Cylinders in each set | |
| | | Engines | Engines | Engines | | | | |
| No. of Shafts | Particulars of Boilers | | | | | | | |
| | Description | Boilers | Boilers | Boilers | | | | |
| | Number | | | | | | | |
| | Loaded Pressure | | | | | | | |

Number of water ballast tanks and their capacity in tons.....

_____19_____

Surveyor



Signal Letters (if any) _____

**TRANSCRIPT OF REGISTER FOR TRANSMISSION TO DIRECTOR
GENERAL OF SHIPPING, BOMBAY**

[Merchant Shipping Act, 1958—Section 74 (2)(h)]

Issued by the
Government of India

| Official Number | Name of Ship | No., Year, and Port of Registry |
|-----------------|--------------|---------------------------------|
| | | |

No., Year and Port of previous Registry (if any) and Name

| Whether Indian or Foreign Built | Whether a Steam or Motor Ship; how propelled | Where Built | When Built | Name of |
|------------------------------------|--|-------------|------------|------------|
| | | | | |

| | | Feet | Tenths | Metres |
|--|---|------|--------|--------|
| Number of Decks | Length from fore part of stem, to the aft side of the head of the stern post | | | |
| Number of Masts | Main breadth to outside of plating | | | |
| Rigged | Depth in hold from tonnage deck to ceiling amidships | | | |
| Stem | Depth in hold from upper deck to ceiling amidships, in the case of three decks and up- wards | | | |
| Stern | Depth from top of deck at side amidships to bottom of keel | | | |
| Build | Round of beam | | | |
| Framework and description of Ship | Length of engine room | | | |
| Number of Bulkheads | | | | |

PARTICULARS OF TONNAGE

| GROSS TONNAGE | No. of Tons | Cubic Metres | DEDUCTIONS ALLOWED | No. of Tons |
|---|----------------|-----------------|--|----------------|
| Under Tonnage Deck | | | On account of space required for propelling power | |
| Space or spaces between Decks . | | | On account of spaces provided by way of crew accommodation, as follows:— | |
| Turret or Trunk | | | | |
| Forecastle | | | | |
| Bridge space | | | | |
| Poop | | | | |
| Break | | | | |
| Side Houses | | | | |
| Deck Houses | | | (Number of seamen or apprentices for whom accommodation is certified—) | |
| Chart House | | | Other deductions:— | |
| Spaces for Machinery, and light, and air | | | | |
| Excess of Hatchways | | | | |
| Gross Tonnage | | | | |
| Deductions, as per contra | | | | |
| Register Tonnage | | | | |

NOTE.—1. The tonnage of the engine room spaces below the upper deck is—tons,
and the tonnage of the total spaces framed in above the upper deck for propelling machinery
and for light and air is—tons.

NOTE.—2. The undermentioned spaces above the upper deck are not included in the cubical
contents forming the ship's register tonnage:

NOTE.—3. The location and tonnage of the boatswains store rooms are as follows:

Name of Master

Certificate of

{ Service
Competency

No.

No.

Names, Residence, and Description of the Owners, }
and Number of Tenth Shares held by each Owner. } viz.

N.B.—To be sent in an envelope addressed to the Director General of Shipping, Bombay.

PARTICULARS OF PROPELLING ENGINES, etc., as supplied by Builders, Owners, or Engine Makers

| No. of sets of Engines | Description of Engines | Whether Indian or Foreign made | When made | Name and address of makers | Reciprocating Engines | | Rotary Engines | N.H.P. B.H.P. I.H.P. Estimated Speed of Ship |
|------------------------|------------------------|--------------------------------|-----------|----------------------------|---|------------------|------------------------------|---|
| | | | | | No. and Diameter of Cylinders in each set | Length of Stroke | No. of Cylinders in each set | |
| | | Engines | Engines | Engines | | | | |
| No. of Shafts | Particulars of Boilers | | | | | | | |
| | Description— | Boilers | Boilers | Boilers | | | | |
| | Number — | | | | | | | |
| | Loaded Pressure | | | | | | | |

Dated _____ Registrar.

COPY OF TRANSACTIONS SUBSEQUENT TO REGISTRY

[Merchant Shipping Act, 1958—Section 74(2)(h)]

Issued by the
Government of India

| Steam or Motor | Tonnage | |
|-------------------|----------|-------|
| | Register | Gross |
| | | |

Port of _____

Official
Number of
Ship }

Name of Ship _____ No. and Date of Registry _____

| Col. 1. | Col. 2. | Col. 3. | Col. 4. | Col. 5. | Col. 6. | Col. 7. |
|----------------------------------|---|--|------------------------------------|-----------------------------------|-----------------------------------|---|
| Number of Trans- action | Letter denot- ing Mort- gages | Name of Person from whom Title is derived | Number of Shares affected | Date and hour of Re- gistry | Nature and date of transaction | Name, Residence, and Occupation of Transferee, Mort- gagee, or other Person, acquiring Title |
| | | | | | | |

| Col. 8. | SUMMARY | | | | | |
|---|---|-----------------------------|-----------------------|---------------------------------|------------------------------|---------------------|
| Number and Account of subsequent Transactions, showing how Interest disposed of | Col. 9. Number of Transaction under which Title acquired | Col. 10. Names of Owners | Col. 11. Mortgages | Col. 12. Names of Mortgagees | Col. 13. Number of Shares | Col. 14. Remarks |
| | | | | | | |

Registrar.N.B.—To be sent in an envelope addressed
to the Director General of Shipping, Bombay.

Registry Form No. 20.



Signal Letters allotted by the
Director General of Shipping,
Bombay'

(A)

Issued by the
Government of India

**APPLICATION FOR A DISTINGUISHING SIGNAL OF THE INTERNATIONAL
CODE FOR THE PURPOSE OF MAKING KNOWN A SHIP'S NAME AT SEA**

| Name of Ship | Port of Registry | Net registered Tonnage | Nominal Horse Power | Official Number |
|--------------|------------------|---------------------------|------------------------|-----------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Sir,

I have to Inform you that an application has been received from Messrs. _____, the Owners of the above named ship for a Distinguishing Signal and to request that Signal Letters according to the International Code for the purpose of enabling her name to be made known at sea may kindly be allotted to her.

The Ship's Certificate of Registry is/will be at the Port of _____ where the Signal Letters allotted can be marked thereon.

The fee of Rs. _____ has been received.

The vessel is fitted with Radio Telegraphy Telephony Installation.

REGISTRAR OF INDIAN SHIPS

Port of _____

Dated this _____ day of _____ 19____.

To

The Director General of Shipping,
Bombay.

As requested, Signal Letters have been allotted [See (A) above.]

DIRECTOR GENERAL OF SHIPPING

Bombay _____ 19____.

The Registrar of Indian Ships,
Mercantile Marine Department,
Port of _____

Registry Form No. 21.



OFFICIAL NUMBER ALLOTTED
BY THE
DIRECTOR GENERAL OF SHIPPING,
BOMBAY

(A)

Issued by the
Government of India

APPLICATION FOR AN OFFICIAL NUMBER

| Name of Ship | Port of Registry | Net registered tonnage | Nominal Horse Power |
|--------------|------------------|------------------------|---------------------|
| | | | |

Sir,

I have to request that an Official Number may kindly be allotted to the above-named ship for completing her registry and for the issue of the Ship's Carving and Marking Note.

REGISTRAR OF INDIAN SHIPS

PORT OF _____

Dated the _____ day of _____ 19____.

To

The Director General of Shipping'
BOMBAY.

As requested, the Official Number has been allotted [See (A) above].

DIRECTOR GENERAL OF SHIPPING

Bombay, the _____ 19____.

The Registrar of Indian Ships,
Mercantile Marine Deptt.
Port of _____,

Registry Form No. 22.



SHIP'S CARVING AND MARKING NOTE

Issued by the
Government of India

| Name of Ship | Port of Registry | Official Number | Registered net Tonnage |
|--------------|------------------|-----------------|---------------------------|
| | | | |

The Official Number and Tonnage, as stated above, are to be permanently and conspicuously cut in on the Main-Beam of the Vessel.

Dated _____

REGISTRAR OF INDIAN SHIPS
PORT OF _____

I hereby certify that I have inspected the above-named Vessel, and find that the Official Number and Tonnage, as stated above, are permanently and conspicuously cut in on her Main-Beam, that her Name is marked on each of her Bows, and her Name, and the name of her Port of Registry, are marked on her Stern, as required by Section 28 of the Merchant Shipping Act, 1958.

Dated _____

at _____

(Surveyor)



Issued by the
Government of India

ANNUAL RETURN OF SHIPS

Port of.....

List of ships added to or removed from the Register at the port of..... during the year..... showing alterations in tonnage, etc.

| Year and Port Number | Official Number. | Names of the Ships Arranged throughout according to year and Port number distinguishing 1.—Ships whose Registers have been closed during the year, the cause and date of closing Register being inserted in red ink. 2.— Ships added to the Register during the year :— (a) Ships registered for the first time, stating place where built (b) Ships purchased from Foreigners. (c) Ships transferred from other ports, stating port and year of former Registry. (d) Ships registered anew, stating cause. | Year when built (to be stated in each case) | Tonnage of the Ships remaining on the Register | | Tonnage of the Ships whose Registers have been closed | | | | Alteration of Tonnage | | | | Estimated Number of Seamen & Appren- tices inclusive of Masters | | |
|-------------------------------|---------------------|--|---|---|------|---|------|-----------------|------|-----------------------|------|-----------|------|--|----------|------|
| | | | | Steam Ships. | | Motor Ships. | | Steam Ships. | | Motor Ships. | | Increase. | | | Decrease | |
| | | | | | | | | | | | | | | | | |
| | | | | Gross | Net. | Gross | Net. | Gross | Net. | Gross | Net. | Gross | Net. | | Gross | Net. |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) |

When the fraction of a ton is under .50 it should be ignored altogether, and when it is .50 and upwards it should be treated as an additional ton.

ABSTRACT for the Year ended 31st December, 19 .

| | Steam Ships. | | Motor Ships. | |
|--|--------------|---------------|--------------|---------------|
| | Ships | Gross Tonnage | Ships | Gross Tonnage |
| Remaining on the Register at the end of last year | | | | |
| Added : | | | | |
| Ships registered for the first time (exclusive of Ships purchased from (Foreigners) | | | | |
| (a) New Ships, built at Ports in India | | | | |
| (b) Other Ships | | | | |
| „ purchased from Foreigners or built abroad | | | | |
| „ transferred from ports in India | | | | |
| „ registered anew | | | | |
| Other Ship | | | | |
| * Tonnage added in consequence of re-measurements or alterations (without re-registry) | | | | |
| Total Added | | | | |
| Gross Total | | | | |
| Deducted : | | | | |
| Ships wrecked or otherwise lost | | | | |
| „ broken up, decayed, or become permanently unfit for use afloat | | | | |

„ sold to Foreigners
 „ transferred to ports in India
 „ registered anew
 Other Ships

* Tonnage deducted in consequence of re-measurements or alterations (without re-
 gistry)

Total Deducted

† Balance remaining on the Register on the 31st December, 19.....

* Alterations in the Tonnage of Ships when registered anew, or when transferred from other Ports are NOT to be included.

† These totals should agree with the corresponding totals given on the preceding page.

To.
 THE DIRECTOR-GENERAL OF SHIPPING,
 BOMBAY.

.....Registrar of Indian Ships.

.....19

Signal Letters

OFFICIAL NUMBER OF SHIP

| | | |
|--------------------------------------|--|-----------------------------------|
| Number, Year, and Port of Registry { | Number, Year and Port of previous Registry (if any) and Name { | Whether Indian or Foreign-built { |
|--------------------------------------|--|-----------------------------------|

PARTICULARS OF TONNAGE

| GROSS TONNAGE | No. of Tons | Cubic Metres | DEDUCTIONS ALLOWED | No. of Tons |
|--|-------------|--------------|---|-------------|
| Under Tonnage Deck | | | On account of Space required for Propelling Power | |
| Space or Spaces between Decks | | | On account of Spaces provided by way of crew accommodation as follows : | |
| Turret or Trunk | | | | |
| Forecastle | | | | |
| Bridge Space | | | | |
| Poop or Break | | | | |
| Side Houses | | | (Number of seamen or apprentices for whom accommodation is certified ———) | |
| Deck Houses | | | Other Deductions as follows :— | |
| Chart House | | | | |
| Spaces for machinery, and light, and air | | | | |
| Excess of Hatchways | | | | |
| Gross Tonnage | | | | |
| Deductions, as per Contra | | | | |
| Register Tonnage | | | TOTAL DEDUCTIONS | |

Names, Residence and Description of the Owners, and Number of Tenth Shares held by each Owner . . .

Dated

| Col. 1 | Col. 2 | Col. 3 | Col. 4 | Col. 5 | Col. 6 | Col. 7 | Col. 8 |
|-----------------------|---------------------------|---|---------------------------|---------------------------|--------------------------------|---|--|
| Number of Transaction | Letter denoting Mortgages | Name of Person from whom Title is derived | Number of Shares affected | Date and Hour of Registry | Nature and Date of Transaction | Name, Residence and Occupation of Transferee, Mortgagee, or other, Person acquiring Title | Number and Account of subsequent Transaction, showing how Interest disposed of |
| | | | | | | | |

Registry Form No. 26 (a.)

NAME OF SHIP.....

| Whether Steam or Motor Ship ; how propelled } | Where built | When built | Name and Address of Builders } | |
|---|-------------|---|--------------------------------------|--------|
| Number of Decks Number of Masts Rigged Stern Stern Build Framework and description Number of Bulkheads | | Length from forepart of stem to the aft side of the head of the stern post Main breadth to outside of plating Depth in hold from tonnage deck to ceiling amidships Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards Depth from top of deck at sides amidships to bottom of keel Round of beam Length of engine room | FEET | TENTHS |
| | | | OR METERS | |

PARTICULARS OF PROPELLING ENGINES &c.

| No. of sets of Engines | Description of Engines | Whether Indian or Foreign made | When made | Name and Address of Makers | Reciprocating Engines | | Rotary Engines | N. H. P. B. H. P. I. H. P. Estimated Speed of Ship |
|------------------------|--|--------------------------------|-----------|----------------------------|---|------------------|------------------------------|---|
| | | | | | No. and diameter of cylinders in each set | Length of Stroke | No. of Cylinders in each set | |
| No. of shafts | Engines | Engines | Engines | Engines | | | | |
| | Particulars of Boilers Description — — — Number — — — Iron or Steel— — — Loaded Pressure — — — | Boilers | Boilers | Boilers | | | | |

Number of water ballast tanks, and their capacity in tons:—

NOTE.—1. The tonnage of the engine room spaces below the upper deck is..... tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is.....tons.

NOTE.—2. The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage.

NOTE.—3. The location and tonnage of the boatswains store room are as follows :—

Registrar of Shipping

SUMMARY

| Col. 9 | Col. 10 | Col. 11 | Col. 12 | Col. 13 | Col. 14 |
|--|-----------------|-----------|--------------------|-----------------------|---------|
| Number of Transaction under which Title acquired | Names of Owners | Mortgages | Names of Mortgages | Number of Shares held | REMARKS |
| | | | | | |

TRANSACTIONS subsequent to

| OFFICIAL NUMBER | | NAME OF SHIP | | No., Year and Port of Registry | | Steam or Motor | TONNAGE | |
|-----------------------|---------------------------|---|---------------------------|--------------------------------|--------------------------------|--|--|-------|
| | | | | | | | Register | Gross |
| Col. 1 | Col. 2 | Col. 3 | Col. 4 | Col. 5 | Col. 6 | Col. 7 | Col. 8 | |
| Number of Transaction | Letter denoting Mortgages | Name of Person from whom Title is derived | Number of Shares affected | Date and Hour of Registry | Nature and Date of Transaction | Name, Residence and Occupation of Transferee, Mortgagee, or other Person acquiring Title | Number and Account of subsequent Transaction, showing how Interest disposed of | |
| | | | | | | | | |

First Registry—continued.]

| SUMMARY | | | | | Col. 14 |
|--|-----------------|-----------|---------------------|-----------------------|---------|
| Col. 9 | Col. 10 | Col. 11 | Col. 12 | Col. 13 | REMARKS |
| Number of Transaction under which Title acquired | Names of Owners | Mortgages | Names of Mortgagees | Number of Shares held | |
| | | | | | |

SCHEDULE II
(See rule 39)

On Initial Registry

Rs.

| | |
|--|-------|
| Ships not exceeding 50 tons gross | 15.00 |
| Ships exceeding 50 tons gross but not exceeding 100 tons gross | 20.00 |
| Ships exceeding 100 tons gross but not exceeding 200 tons gross | 30.00 |
| For every 100 tons gross or part of 100 tons gross in excess of 200 tons gross | 7.00 |

For supply of Duplicate copy of

| | |
|-------------------------------------|---------|
| Certificate of Registry | } 15.00 |
| Provisional Certificate of Registry | |

For registry of mortgage, transfer of ship/share or mortgage, transmission, registry anew, transfer of registry, re-registry, registry of alterations :—

According to the gross tonnage represented by the ship or share of ships transferred, etc., (e.g. transfer of 1/10 share in a ship of 1000 tons gross is reckoned as the transfer of 100 tons gross).

| | |
|--|-------|
| Not exceeding 10 tons gross | 2.00 |
| Exceeding 10 tons gross but not exceeding 20 tons gross | 4.00 |
| Exceeding 20 tons gross but not exceeding 30 tons gross | 5.00 |
| Exceeding 30 tons gross but not exceeding 40 tons gross | 7.00 |
| Exceeding 40 tons gross but not exceeding 50 tons gross | 10.00 |
| Exceeding 50 tons gross but not exceeding 75 tons gross | 12.00 |
| Exceeding 75 tons gross but not exceeding 100 tons gross | 14.00 |
| Exceeding 100 tons gross but not exceeding 125 tons gross | 16.00 |
| For every 50 tons gross or part of 50 tons gross in excess of 125 tons gross but not in excess of 500 tons gross | 2.00 |
| For every 100 tons gross or part of 100 tons gross in excess of 500 tons gross | 2.00 |

For Change of Name of a Ship

For a ship :

| | |
|---|--------|
| Not exceeding 600 tons gross | 80.00 |
| Exceeding 600 tons gross but not exceeding 1600 tons gross | 120.00 |
| Exceeding 1600 tons gross but not exceeding 2000 tons gross | 170.00 |
| Exceeding 2000 tons gross but not exceeding 5000 tons gross | 210.00 |
| Exceeding 5000 tons gross but not exceeding 8000 tons gross | 250.00 |
| Exceeding 8000 tons gross but not exceeding 10,000 tons gross | 290.00 |
| Exceeding 10,000 tons gross but not exceeding 15,000 tons gross | 330.00 |
| Exceeding 15,000 tons gross but not exceeding 20,000 tons gross | 370.00 |
| Exceeding 20,000 tons gross | 400.00 |

(The above fee covers the inspection of markings, the charge of name on the loadline certificate, and on the Suez and Panama Canal Certificates, and in the case of ships holding passenger certificates the issue of fresh declarations and passenger certificates showing the new name and any alterations in the ownership and port of registry. The fee also covers the replacement of safety certificates, Safety Equipment Certificates, safety radio certificates or safety radio telephony certificates or exemption certificates by certificates in the new name.)

For the survey and certificate of seaworthiness before re-registry of a ship whose registry has been closed on account of wreck, etc.

| | |
|--|--------|
| Under 500 tons gross | 100.00 |
| 500 tons gross and under 750 tons gross | 140.00 |
| 750 tons gross and under 1000 tons gross | 170.00 |
| For every additional 500 tons gross | 35.00 |

(This fee covers the inspection of the crew accommodation and the inspection of the lights and sound signal apparatus, but not the measurement of a ship's tonnage. The fee also covers the survey for load line if the load line survey is held at the same time as the survey for seaworthiness and if the fee for survey for load line is not more ; if it is more, an extra fee to the fee laid down above shall be paid to bring the total fee paid up to the amount of the fee for the appropriate load line survey.)

For Inspection of Register Book :

| | |
|--|-------|
| For each inspection | 2.00 |
| For inspecting Ship's markings irrespective of the number of visits required by the surveyor for inspection. | 40.00 |

| | |
|---|--------------------|
| For copies of or extracts from or searches for, documents | Rs. |
| For a certified copy of the particulars entered by the Registrar in the Register Book on the registry of a ship, together with a certified statement showing the ownership of the ship at that time | 5.00 |
| For a certified copy of any declaration or document, a copy of which is made evidence by the Merchant Shipping Act, 1958 | 5.00 |
| For a certified copy of, or extracts from a document declared by the Merchant Shipping Act, 1958, to be admissible in evidence, each folio of 90 words or a part thereof | 2.00 |
| Declaration of Ownership | } 2.00 per copy |
| Instrument of Sale | |
| Instrument of Mortgage | |
| Certificate of Registry (Initial issue) | |
| Provisional Certificate of Registry | } 7.00 |
| Change of Master | |
| Extension of the period of Temporary Pass or Provisional Certificate of Indian Registry | 15.00 |
| For allotment of Signal Letters | 15.00 |

[No. 30 ML (14)/60.]

G.S.R. 1550.—In exercise of the powers conferred by clauses (a) and (b) of sub-section (2) of section 74 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following rules, namely—

1. Short title, Commencement and application.—(1) These rules may be called the Merchant Shipping (Tonnage Measurement of Ships) Rules, 1960.

(2) They shall come into force on the 1st January, 1961.

(3) They shall apply to sea-going ships which exceed 15 tons net and which are fitted with mechanical means of propulsion.

2. Definitions.—In these rules, unless the context otherwise requires,—

- (a) "Act" means the Merchant Shipping Act, 1958;
- (b) "break" means the space above the line of the upper deck, when the deck is cut off and continued at a higher elevation;
- (c) "crew" means seamen and apprentices;
- (d) "exempted spaces" mean spaces in a ship which, either by virtue of their location and usage or by nature of "tonnage opening" or other specified openings in their sides, are exempted and therefore not included in ascertaining her gross tonnage;
- (e) "gross tonnage" means the sum total of the cubic capacity of spaces below the upper deck and spaces permanently covered and closed-in spaces on or above the upper deck (other than such spaces which are exempt from measurement under these rules) and consists of—
 - (i) the tonnage below the tonnage deck;
 - (ii) the tonnage of the spaces between the tonnage deck and the uppermost complete deck;
 - (iii) the covered and closed-in spaces on or above the uppermost complete deck;
 - (iv) the engine and light and air spaces above the upper deck; and
 - (v) the "excess of hatchways";
- (f) "method" means one of the methods of determining the tonnage of a ship specified in Schedule I;
- (g) "propelling power allowance" means the deduction from the gross tonnage on account of the space occupied by the propelling power machinery;
- (h) "register tonnage" or "net tonnage" means the tonnage arrived at after making from the gross tonnage of a ship the allowances and deductions permissible under these rules;
- (i) "Schedule" means a Schedule to these rules;

- (j) "surveyor" means a surveyor appointed under section 9 of the Act;
- (k) "ton" means a unit of volume equal to 100 cubic feet or 2.83 cubic metres.

(l) "tonnage deck" means—

- (i) where tonnage is measured by method I of Schedule I, the upper deck in the case of a ship having less than three decks or the second deck from below in the case of any other ship;
- (ii) where the tonnage is measured by method II of Schedule I, the upper deck irrespective of the number of decks.

3. Gross Tonnage.—(1) The gross tonnage of a ship shall be determined by the methods and in the circumstances specified below, namely—

- (a) By method I, at the time of registration of a ship and in other cases to which that method is applicable;
- (b) By method II with the permission of the Central Government, where the ship has cargo on board and in other cases where method I is not applicable:

Provided that the owner of any ship the tonnage of which was determined by method II may, at any subsequent time, apply to the Central Government for the determination of its tonnage by method I. The ship shall thereupon be re-measured and tonnage altered accordingly.

- (c) By method III, in the case of open ships.

(2) All measurements for the purpose of ascertaining the tonnage of a ship shall be in metres or fractions of metres or in feet and fractions of a foot expressed in decimals.

4. Deductions from Gross Tonnage.—(1) From the gross tonnage of a ship determined in accordance with the provisions of rule 3, deductions shall be made on account of the following spaces, namely—

- (a) allowance for propelling power machinery in ships propelled by steam or other mechanical power;
- (b) any space used exclusively for the accommodation of master or crew, provided that such space conforms to the requirements of the Merchant Shipping (Crew Accommodation) Rules, 1960;
- (c) any space used exclusively for the working of the helm, the capstan, anchor gear including chain lockers, chart-room for keeping the charts, signals and other instruments of navigation and boatswains stores;
- (d) any space appropriated for the storage of stores (excluding fresh water) for the master and the crew;
- (e) any space occupied by donkey-engine and boilers connected with the main pumps of the ship;
- (f) any space below the upper deck (other than double bottom) adapted solely for water ballast;
- (g) any space occupied by radio installation:

Provided that no deduction shall be made on account of any space unless it has previously been included in the gross tonnage.

(2) No deduction on account of any space shall be made under sub-rule (1) unless—

- (a) the space has been certified by a surveyor as reasonable in extent and properly and efficiently constructed for the purpose for which it is intended;
- (b) a notice is permanently marked in or over such space stating the purpose for which it is to be applied;

5. Propelling Power Allowance.—(1) The allowance for engine-room space in ships propelled by steam or other power requiring engine room shall be ascertained in accordance with method IV specified in Schedule I. The deductions on account of propelling power machinery shall be regulated as follows, namely:—

- (a) where the tonnage of the space occupied by and necessary for the proper working of the boilers and machinery is 13 per cent or above and under 20 per cent. of the gross tonnage, the deduction shall be 32 per cent. of the gross tonnage;

- (b) where such space is below 13 per cent. of the gross tonnage, the deduction shall be 32 per cent. of the gross tonnage reduced proportionately;
- (c) where such space is 20 per cent. and above of the gross tonnage, the deduction shall consist of the tonnage of the space occupied by or required to be enclosed for the proper working of the boilers and machinery with the addition of three-fourths of the tonnage of that space;
- (d) in cases falling under clauses (b) and (c), the space occupied by the shaft tunnel shall also be added to the engine room space.

(2) Such portion of the space above the crown of the engine-room and above the upper deck as is framed in for the machinery or for the admission of light and air shall not be included in the measurement of the spaces occupied by the propelling power machinery, unless the owner of the ship has applied in writing to the Central Government in that behalf:

Provided that—

- (a) the portion is first included in the measurement of the gross tonnage;
- (b) a surveyor certifies that the portion so framed in is reasonable in extent and is so constructed as to be safe and seaworthy, and that it cannot be used for any purpose other than the machinery or for the admission of light and air to the machinery or boilers of the ship.

(3) The allowance made under this head shall not in any case exceed fifty-five per cent. of that portion of the tonnage of the ship which remains after deducting from the gross tonnage the allowance on account of the space used for the accommodation of the master and the crew provided that this shall not apply to ships constructed for the purpose of towing vessels so long as they are employed as tugs but not employed for the carriage of passengers, cargo or stores or when using dry docks, floating docks or places provided for repairing of vessels.

6. Spaces for master and crew.—(1) No deduction on account of any space intended for the master or the crew shall be made unless a surveyor has certified that that space is used for that purpose.

(2) The maximum space allowable on account of storage under this head shall not exceed fifteen per cent. of the deductions for the master's and crew accommodation.

7. Allowance for Water Ballast.—The allowance on account of water ballast spaces shall be regulated in accordance with the rates specified in Schedule II.

8. Exemptions.—(1) The following spaces shall be measured but exempted from inclusion in the gross tonnage provided an application in writing is received from the owner or agent of the ship, namely:—

- (a) Spaces on or above the upper deck not permanently covered or closed-in, or which cannot be readily covered or closed-in and poops, bridges and fore-castles with end openings;
- (b) Shelter 'tween deck spaces having one or more openings in the shelter deck not provided with permanent means of closing;
- (c) Deck shelters for deck passengers;
- (d) Spaces abreast side openings;
- (e) Open passage ways serving other than passenger spaces above deck.

(2) The following spaces shall be measured, but shall not be included in the gross tonnage provided they are reasonable in extent, namely:—

- (a) Closed-in or weather protected spaces on the upper deck:—
 - (i) Spaces solely appropriated and fitted with machinery;
 - (ii) The wheel house for sheltering the man or men at the wheel;
 - (iii) The cook house and also the bakeries fitted with ovens and used entirely for such purposes;
 - (iv) Bona-fide water ballast tanks;
 - (v) Water closets and privies for the officers and crew; and also for passengers, except those which serve private suites, or for which a charge is made.

- (b) Light and air spaces.
- (c) Escape trunks above upper deck.
- (d) Stairways above upper deck.
- (e) Chair lockers and steering gear spaces above upper deck.
- (f) Galleys above upper deck.
- (g) Skylights and vent trunks.

(3) The Central Government may, subject to such conditions as may be prescribed, grant further exemptions as may be deemed necessary.

9. Register Tonnage or net tonnage.—(1) The register tonnage of a ship shall be arrived at by deducting from the gross tonnage of the ship the allowances of the nature and to the extent admissible under these rules.

(2) The register tonnage of any ship ascertained before the commencement of these rules shall be deemed to be the register tonnage of the ship ascertained under these rules.

(3) Where the tonnage of a ship has been or is deemed to have been ascertained under these rules, the tonnage shall not be altered unless the alteration is made in the form or the capacity of the ship or it is discovered that the tonnage has been erroneously computed, and in either of these cases, the ship shall be re-measured and her tonnage ascertained in accordance with these rules.

10. Tonnage ascertained in foreign countries.—(1) Where the tonnage of a ship has been ascertained in accordance with the rules in force in a foreign country which has adopted these rules or in accordance with the rules which are substantially similar to these rules, the Central Government may accept the tonnage specified in the certificate of registry issued by that country in the same manner, to the same extent and for the same purposes as the tonnage indicated in the certificate of registry issued under these rules.

(2) Notwithstanding anything contained in sub-rule (1), the Central Government may, if it is of opinion that the tonnage of any foreign ship as ascertained by the rules of the country to which she belongs differs materially from the tonnage of that ship as it would be if it is measured under these rules, direct that the ship shall be re-measured and her tonnage ascertained in accordance with these rules.

11. Suez Canal and Panama Special Tonnage Certificate.—If a request is received from a shipowner for measurement of a ship for Suez Canal or Panama Special Tonnage Certificate, the ship may be re-measured and her tonnage ascertained in accordance with the rules issued by the Suez Canal or Panama Canal authorities.

12. Fees.—Fees shall be levied under these rules at the rates and for the purposes specified in Schedule III.

RULES AS TO THE MEASUREMENT OF TONNAGE

SCHEDULE I

(See rule 2)

METHOD I

(1) *Measurement of ships to be registered; and other ships of which the hold is clear.*—Lengths. Measure the length of the ship in a straight line along the upper side of the tonnage deck from the inside of the inner plank (average thickness) at the side of the stem to the inside of the midship stern timber or plank there, as the case may be (average thickness), deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in the thickness of the deck, and also what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following Table, according to the class in such Table to which the ship belongs:

TABLE

Class 1.—Ships of which the tonnage deck is according to the above measurement 50 feet long or under, into 4 equal parts:

Class 2.—Ships of which the tonnage deck is according to the above measurement above 50 feet long and not exceeding 120 feet, into 8 equal parts:

Class 3.—Ships of which the tonnage deck is according to the above measurement above 120 feet long, and not exceeding 180 feet into 8 equal parts:

Class 4.—Ships of which the tonnage deck is according to the above measurement above 120 feet long, and not exceeding 180 feet into 8 equal parts:

Class 5.—Ships of which the tonnage deck is according to the above measurement above 225 feet long, into 12 equal parts.

In the case of a break or breaks in a double bottom for water ballast, the length of the ship is to be taken in parts according to the number of breaks, and each part divided into a number of equal parts according to the class in the above table to which such length belongs.

(2) *Transverse areas*.—Then, the hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of the ship at each point of division of the length or each point of division of the parts of the length as the case may require as follows:—

Measure the depth at each point of division from a point at a distance of one-third of the round of the beam below the tonnage deck, or, in case of a break, below a line stretched in continuation thereof, to the upper side of the floor timber (upper side of the inner plating of the double bottom) at the inside of the limber strake, after deducting the average thickness of the ceiling which is between the bilge planks and limber strake; then, if the depth at the midship division of the length do not exceed 16 feet, divide each depth, into five equal parts; then measure the inside horizontal breadth at each of the four points of division, and also at the upper point of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement; number these breadths from above (i.e. numbering the upper breadth one, and so on down to the fifth breadth; multiply the second and fourth by four, and the third by two; add these products together, and to the sum add the first breadth and the fifth; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area of the upper part of the section; then find the area between the fifth and lower point of the depth by dividing the depth between such points into four equal parts and measure the horizontal breadths at the three points of division and also at the upper and lower points, and proceed as before and the sum of two parts shall be deemed to be the transverse area; but if the midship depth exceed sixteen feet, divide each depth into seven equal parts instead of five, and measure as before directed the horizontal breadths at the six points of division, and also at the upper point of the depth, number them from above as before; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the seventh; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the products shall be deemed the transverse area of the upper part of the section; then find the lower part of the area as before directed, and add the two parts together, and the sum shall be deemed to be the transverse area.

In all cases where the top of the double bottom is horizontal it will be sufficient to measure the transverse areas.

(3) *Computation from areas*.—Having thus ascertained the transverse area at each point of division of the length of the ship, or each point of division of the parts of length, as the case may require, as required by the above table, proceed to ascertain the register tonnage under the tonnage deck in the following manner:—

Number the areas respectively 1, 2, 3, etc., No. 1 being at the extreme limit of the length at the bow, or of each part of the length, and the last number at the extreme limit of the length of the stern, or the extreme limit at the after end of each part of the length; then whether the length be divided according to the table into four or 12 parts, as in classes 1 and 5, or any intermediate number, as in classes 2, 3, and 4, multiply the second and every even numbered area by four, and third and every odd numbered area (except the first and last) by two; add these products together, and to the sum add the first and last if they yield anything; multiply the quantity thus obtained by one-third of the common interval

between the areas, and the product will be the cubical contents of the space, or cubical contents of each part if the ship is measured in parts under the tonnage deck; divide this product, or if measured in parts the products of the several parts added together, by 100, and the quotient, being the tonnage under the tonnage deck, shall be deemed to be the register tonnage of the ship, subject to any additions and deductions under the rules.

(4) *In case of decks above the tonnage deck.*—If the ship has a third deck, commonly called a spar deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows:—

Measure in feet the inside length of the space at the middle of its height from the plank at the side of the stem to the lining on the timbers at the stern, and divide the length into the same number of equal parts into length of the tonnage deck is divided as above directed; measure (also at the middle of its height) the inside breadth of the space at each of the points of division, also the breadth at the stem and the breadth at the stern: number them successively 1, 2, 3, etc., commencing at the stem; multiply the second and all the other even numbered breadths by four, and the third and all the other odd numbered breadths (except the first and the last) by two; to the sum of these products add the first and last breadths; multiply the whole sum by one-third of the common interval between the breadths, and the result will give in superficial feet the mean horizontal area of the space; measure the mean height of the space, and multiply by it the mean horizontal area, and the product will be the cubical contents of the space; divide this product by one hundred and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage of the ship ascertained as aforesaid. If the ship has more than three decks, the tonnage of each space between decks above the tonnage deck shall be severally ascertained in manner above described, and shall be added to the tonnage of the ship ascertained as aforesaid.

(5) *Poop, deck-house, forecastle, and any other closed-in space.*—If there be a break, a poop or any other permanent closed-in space on the upper deck available for cargo or stores, or for the berthing or accommodation of passengers of crew, the tonnage of that space shall be ascertained as follows:—

Measure the internal mean length of the space in feet and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at each end and the other at the middle of the length; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one-third of the common interval between the breadths, the product will give the mean horizontal area of the space; then measure the mean height, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage under the tonnage deck ascertained as aforesaid. Provided that no addition shall be made in respect of any building erected for the shelter of deck passengers, and approved by the Director General of Shipping.

METHOD II

(1) *Measurement of ships not requiring registry with cargo on board and ships which cannot be measured under Method I Lengths—Breadth.*—Girthing of the ship. Measure the length on the uppermost deck from the outside of the outer plank at the stem to the aft side of the stern-post, deducting therefrom distance between the aft side of the stern-post and the rabbet of the stern-post at the point where the counter plank crosses it; measure also the greatest breadth of the ship to the outside of the outer planking or wales, and then, having first marked on the outside of the ship on both sides thereof the height of the upper deck at the ship's sides girth the ship at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the ship on the one side to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken add half the main breadth; square the sum; multiply the result by the length of ship taken as aforesaid; then multiply this product by the factor .0017 (seventeen ten thousands) in the case of ships built of wood, and .0018 (eighteen ten thousands) in the case of ships built of iron and the product shall be deemed the register tonnage of the ship, subject to any additions and deductions under the rules.

(2) *Poop, deck-house, forecastle, and other closed-in spaces on upper deck.*—If there be a break, a poop, or other closed-in space on the upper deck, the tonnage of that space shall be ascertained by multiplying together the mean length, breadth, and depth of the space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of the space, and shall be added to the tonnage of the ship ascertained as aforesaid.

METHOD III

Measurement of open ships.—In ascertaining the tonnage of open ships the upper edge of the upper strake is to form the boundary line of measurement, and the depth shall be taken from an athwartship line, extended from upper edge to upper edge of the said strake at each division of the length.

METHOD IV

Measurement of allowance for engine room space.—(i) Measure the mean depth of the space from its crown to the ceiling at the limber strake, measure also three, or, if necessary, more than three breadths of the space at the middle of its depth, taking one of those measurements at each end, and another at the middle of the length; take the mean of those breadths; measure also the mean length of the space between the foremost and aftermost bulkheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; multiply together these three dimensions of length, breadth, and depth, divide the product by one hundred and the result shall be deemed the tonnage of the space below the crown; then find the cubical contents of the space or spaces, if any, above the crown aforesaid, which are framed in for the machinery or for the admission of light and air by multiplying together the length, depth, and breadth thereof; add such contents to the cubical contents of the space below the crown; divide the sum by 100; and the result shall (subject to the provisions hereinafter contained) be deemed to be the tonnage of the space.

(ii) If in any ship in which the space for propelling power is to be measured the engines and boilers are fitted in separate compartments, the contents of each shall be measured severally in like manner, according to the above method, and the sum of their several results shall be deemed to be the tonnage of the said space.

(iii) In the case of screw steamers in which the space for propelling power is to be measured, the contents of the shaft trunk shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk, and dividing the product by 100.

(iv) If in any ship in which the space aforesaid is to be measured any alteration be made in the length or capacity of the spaces, or if any cabins be fitted in the space, the ship shall be deemed to be a ship not registered until re-measurement.

SCHEDULE II

(See rule 7)

*Table indicating the Maximum Allowance for Water Ballast as Percentage of Gross Tonnage.**

| Gross Tonnage | Per-centage | Gross Tonnage | Per-centage | Gross Tonnage | Per-centage | Gross Tonnage | Per-centage |
|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
| 1,000=** | 19.00 | 3,300 | 15.85 | 6,200 | 12.59 | 10,800 | 9.03 |
| 1,100 | 18.85 | 3,400 | 15.73 | 6,400 | 12.39 | 11,000 | 8.92 |
| 1,200 | 18.71 | 3,500 | 15.60 | 6,600 | 12.20 | 11,200 | 8.82 |
| 1,300 | 18.56 | 3,600 | 15.48 | 6,800 | 12.01 | 11,400 | 8.71 |
| 1,400 | 18.42 | 3,700 | 15.35 | 7,000 | 11.83 | 11,600 | 8.61 |
| 1,500 | 18.27 | 3,800 | 15.23 | 7,200 | 11.65 | 11,800 | 8.52 |
| 1,600 | 18.12 | 3,900 | 15.11 | 7,400 | 11.47 | 12,000 | 8.43 |
| 1,700 | 17.99 | 4,000 | 14.99 | 7,600 | 11.30 | 12,200 | 8.34 |
| 1,800 | 17.85 | 4,100 | 14.87 | 7,800 | 11.13 | 12,400 | 8.26 |
| 1,900 | 17.71 | 4,200 | 14.75 | 8,000 | 10.96 | 12,600 | 8.18 |
| 2,000 | 15.57 | 4,300 | 14.64 | 8,200 | 10.80 | 12,800 | 8.10 |
| 2,100 | 17.43 | 4,400 | 14.52 | 8,400 | 10.64 | 13,000 | 8.03 |
| 2,200 | 17.29 | 4,500 | 14.41 | 8,600 | 10.48 | 13,200 | 7.96 |
| 2,300 | 17.16 | 4,600 | 14.29 | 8,800 | 10.33 | 13,400 | 7.90 |
| 2,400 | 17.02 | 4,700 | 14.18 | 9,000 | 10.19 | 13,600 | 7.84 |

* :—For intermediate values of the gross tonnage, the percentage should be obtained by interpolation.

** :—And under.

† :—And over.

| Gross Tonnage | Pre-centage | Gross Tonnage | Pre-centage | Gross Tonnage | Pre-centage | Gross Tonnage | Pre-centage |
|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|
| 2,500 | 16.89 | 4,800 | 14.06 | 9,200 | 10.04 | 13,800 | 7.78 |
| 2,600 | 16.76 | 4,900 | 13.95 | 9,400 | 9.91 | 14,000 | 7.73 |
| 2,700 | 16.62 | 5,000 | 13.84 | 9,600 | 9.77 | 14,200 | 7.68 |
| 2,800 | 16.49 | 5,200 | 13.62 | 9,800 | 9.64 | 14,400 | 7.64 |
| 2,900 | 16.36 | 5,400 | 13.41 | 10,000 | 9.51 | 14,600 | 7.59 |
| 3,000 | 16.23 | 5,600 | 13.20 | 10,200 | 9.38 | 14,800 | 7.55 |
| 3,100 | 16.11 | 5,800 | 12.99 | 14,400 | 9.26 | 15,000† | 7.50 |
| 3,200 | 15.98 | 6,000 | 12.79 | 10,600 | 9.14 | .. | .. |

†and over

N.B.—When spaces for water ballast are of rectangular form, the tonnage may be ascertained by multiplying together mean length, breadth and depth of the space and dividing the product by 100.

SCHEDULE III

(See rule 12)

Rs. nP.

(a) Measurement for Indian Tonnage

(i) For measurement under Method I (covering :—

| | |
|--|--------|
| First measurement of an Indian ship | |
| Re-measurement including under-deck tonnage | |
| First measurement of a foreign ship for a certificate of Indian tonnage. | |
| Re-measurement, including under-deck tonnage, of a foreign ship for renewal of a Certificate of Indian tonnage | |
| Re-measurement of a ship previously measured under Method II. | |
| Re-measurement of under-deck tonnage | |
| Ships not exceeding 50 tons | 80.00 |
| Ships exceeding 50 tons but not exceeding 100 tons | 175.00 |
| For each additional 100 tons, or part of 100 tons, above 100 tons, but not exceeding 20,000 tons | 25.00 |
| For each additional 100 tons, or part of 100 tons, exceeding 20,000 tons | 10.00 |

(ii) For measurement under Method II and Method III (covering :—

| | |
|--|---|
| First Measurement of an Indian ship. | $\left\{ \begin{array}{l} \text{half the} \\ \text{fee in} \\ \text{(a) (i)} \end{array} \right.$ |
| First measurement of a foreign ship for a certificate of Indian tonnage. | |
| Re-measurement, which includes underdeck tonnage.) | |

(iii) For re-measurements not involving under-deck tonnage (Indian or foreign ships)

For one of the following re-measurements :

- alterations on the upper deck ;
- alterations in the engine room ;
- light and air spaces ;
- crew accommodation ;
- water ballast spaces ;

| | |
|--|--------|
| Ships not exceeding 50 tons | 25.00 |
| Ships exceeding 50 tons but not exceeding 100 tons | 35.00 |
| For each additional 100 tons, or part of 100 tons, exceeding 100 tons. | 5.00 |
| Maximum fee for each item | 215.00 |

The fee for re-measurement for crew accommodation covers the inspection of the crew accommodation if the inspection is made at the same time as the re-measurement.

(iv) For inspection made necessary by minor alterations (rig. engines, etc.) 40.00

(v) For the renewal of a foreign ship's certificate of Indian tonnage, or for the issue of a certificate of Indian tonnage to a foreign ship that was previously Indian.

| | |
|---|-------|
| When a Surveyor's check measurement shows that no alterations have occurred and re-measurement is unnecessary | 80.00 |
|---|-------|

| | |
|--|---|
| When some re-measurement is necessary although the under deck is unaltered | Rs. nP. 80.00 plus the fee in (iii) for any re-measurements required. |
| (vi) For a copy of a certificate of Indian tonnage | 10.00 |
| (b) Measurement for Suez and Panama Tonnage | |
| (i) For first measurement of a ship when the Indian tonnage figures are available. | |
| For a Suez Canal or a Panama Canal Certificate | two fifths of the appropriate fee in (a) (i) |
| For Suez Canal and a Panama Canal Certificate, If the measurements are made at the same time | three fifths of the appropriate fee in (a) (i) |
| (ii) For first measurement of a ship when the Indian tonnage figures are not available : | |
| For a Suez Canal or a Panama Canal certificate | the fee in (a) (i) based on canal gross tonnage. |
| For a Suez Canal and a Panama Canal certificate, if the measurements are made at the same time | the fee in (a) (i) based on canal gross tonnage plus two fifths. |
| (iii) For re-measurement and a further certificate or certificates | the appropriate fee in (b) (i). |
| these fees cover the re-measurement of a ship (except under deck) for Indian tonnage if the measurements are made at the same time, but the fee paid must not be less than the appropriate fee in (a) (iii). | |
| (iv) For a copy of a certificate | 20.00 |
| (v) For the supply of details of Suez Canal or Panama Canal tonnage calculations to an owner | 95.00 |
| The fees for measurement of tonnage under (a) and (b) cover any number of separate visits to the ship which the surveyor may find it necessary to make. | |

NOTE :—The expression “tons” used in the Schedule means “gross tons”.

[No. 30-ML (12)/60].

G.S.R. 1551.—In exercise of the powers conferred by section 92, section 457 and section 458 of the Merchant Shipping Act, 1958 (44 of 1958), and in supersession of all previous rules and orders on the subject, the Central Government hereby makes the following rules, namely:—

1. Short title and commencement.—(1) These rules may be called the Merchant Shipping (Apprenticeship to Sea Service) Rules, 1960.

(2) They shall come into force on the 1st January, 1961.

2. Apprenticeship to be in accordance with rules.—No apprentice to sea service shall be carried to sea from any port in India except in accordance with these rules.

3. Eligibility for apprenticeship.—(1) A boy in order to be eligible for apprenticeship to sea service shall fulfil the following requirements, namely:—

(a) he must be a citizen of India;

(b) he must not be under the age of 15 years or above the age of 20 years;

(c) he should have passed Matriculation/secondary school certificate or an equivalent examination or the final examination of the T.S. ‘Dufferin’ or any other training ship or establishment approved by the Central Government or served as a cadet or midshipman in the Navy;

(d) he should be physically fit for sea service;

(e) he should have passed the eye sight and colour vision tests held by the Ministry of Transport and Communications.

(2) Notwithstanding anything contained in sub-rule (1), the upper age limit referred to in clause (b) of that sub-rule may, in appropriate cases, be relaxed by the Director-General of Shipping.

4. Application for apprenticeship.—(1) A person who is desirous of apprenticing a boy to sea service shall apply to a Shipping Master appointed under sub-section (1) of section 11 of the Merchant Shipping Act, 1958, through the master or owner of the ship who has agreed to accept the candidate for apprenticeship.

(2) Except in the case of a candidate who is an ex-“Dufferin” cadet, every application, together with the appropriate documents to prove that the candidate fulfils the requirements specified in rule 3, shall be referred to the Director-General for approval.

5. Contract of apprenticeship.—(1) Every contract of apprenticeship shall be in the form in Schedule I or in Schedule II, as the case may be, and shall set forth the conditions agreed upon, the age of the apprentice and the term for which he is bound.

(2) Every such contract shall, in the case of an apprentice who is a minor, be executed on his behalf by his guardian or, in the case of an orphan or a poor child brought up by an institution, by the Director or Manager of the institution.

6. Contract to be recorded.—(1) Every contract of apprenticeship to sea service shall be submitted in duplicate to the Shipping Master for being recorded by him. The Shipping Master shall retain one copy and return the other to the Master or owner of the ship after making an endorsement thereon that the contract has been so recorded by him.

(2) No such contract shall be valid until it is executed in the manner specified in rule 5 nor until it has been recorded by the Shipping Master.

7. Fee.—(1) The fee for recording a contract of apprenticeship under section 93 of the Act shall be Rs. 3.

(2) A certified copy of a contract may, on application made to the Shipping Master, be obtained on payment of Rs. 5.

8. Premium.—(1) The master or owner of a ship to whom an apprentice is bound may require such apprentice to deposit a sum not exceeding Rs. 500 as premium.

(2) The premium paid by an apprentice under sub-rule (1) shall be refunded to him on satisfactory completion of the period of apprenticeship:

Provided that the Shipping Master may, if he is satisfied that any loss or damage has been caused to the ship by the wilful neglect or misconduct on the part of the apprentice or by the failure on his part to abide by the terms of the contract, direct that the whole or any part of the premium be deducted by way of compensation for such loss or damage; and the decision of the Shipping Master shall be final.

9. Payment to apprentice.—Every apprentice shall, during the period of apprenticeship, be entitled to payment by the master or owner of the ship at such rates as may be agreed upon in the contract of apprenticeship.

10. Maximum number of apprentices.—No ship shall at any time carry to sea apprentices in excess of the number determined by the Director-General.

11. Assignment of apprentice to new master or owner.—(1) The master or owner of a ship to whom an apprentice is bound may with the written consent of the person by whom he was bound and with the written consent of the apprentice if his age is not less than 18 years, assign such apprentice to the master or owner of any other ship who is willing to take him for the residue of his apprenticeship, and subject to the conditions thereof:

Provided that such master or owner shall by endorsement under his own hand on the contract declare his acceptance of such apprentice and acknowledge

himself bound by the agreement and covenants therein mentioned to be performed on the part of the master or owner and that the consent of the other parties aforesaid shall be expressed in writing on the same and signed by them respectively.

(2) Every assignment under sub-rule (1) shall be recorded on the office copy of the original contract with the Shipping Master under his signature in the form specified in Schedule III to these rules.

12. Termination of contract.—A contract of apprenticeship may be terminated with the consent of both the parties to the contract and with the consent of the apprentice if he is above the age of 18 years.

(2) When a contract is terminated under this rule, such termination shall be expressed in writing on the original contract with the signature of the parties and the master or owner of the ship shall intimate the fact to the Shipping Master who shall make corresponding endorsement on the office copy of the contract.

13. Cancellation of contract.—Where it is proved to the satisfaction of the Shipping Master that an apprentice is not taking interest in his work or has been found guilty of any gross misconduct, the Shipping Master may order that the contract of apprenticeship be cancelled; and in every such case, the Shipping Master shall also specify the amount of premium which shall be refunded to the apprentice.

14. Register of contracts.—(1) Every Shipping Master shall maintain in the form in Schedule IV a register of contracts of apprenticeship entered into at his port.

(2) Every Shipping Master shall send a monthly report to the Director-General containing particulars of the contracts of apprenticeship entered into at his port and all assignments, cancellations and terminations thereof in the forms in Schedules V and VI.

(3) A similar register shall also be maintained by the Director-General of Shipping in respect of all the ports in India on the basis of their returns.

15. Saving.—Every contract of apprenticeship in force at the commencement of these rules, shall be deemed to have been made under these rules.

16. Penalty.—Whoever commits any breach of these rules shall be punishable with fine which may extend to Rs. 1,000 and when the breach is a continuing breach with further fine which may extend to Rs. 50 for every day after the first during which the breach continues.

SCHEDULE I

(See rule 5)

FORM OF CONTRACT OF APPRENTICESHIP TO SEA SERVICE

(For Apprentices under 18 years of age)

THIS CONTRACT made the _____ day of _____ 19 ____ between _____ whose date of birth is _____ and who is a citizen of India now residing at _____ (hereinafter called the Apprentice) of the first part and Shipowner/Master of _____ (hereinafter called the Company) of the second part, and _____ of _____ in the State of _____ (hereinafter called the Guardian) of the third part WITNESSETH that the Guardian doth this day bind the Apprentice to serve in the capacity of an Apprentice on any ship belonging to _____ to which they or their Managing Agents in _____ or their Agents elsewhere may from time to time appoint him for the period of _____ from the date on which the Apprentice shall report himself to the Shipowner or/Master or/Agents in _____. Or if the Apprentice is on voyage at the time of the expiry of the said period until the ship's arrival at a port of discharge in India nearest his home. The date on which this Contract commences is agreed to be the date endorsed at the foot hereof, which will be done before a Shipping Master in India, and the Guardian hereby covenants that during such time the Apprentice will faithfully serve the Company and shall be at all times subject and obedient to his/their orders and of his/their Managing and other Agents and of the Master or other

Officers in command or in charge of the ship in which he may be engaged for the time and will keep their secrets and will when required give to them accounts of their goods or moneys which may be committed to the charge or come into the hands of the Apprentice. And the Apprentice will not during the said term do any damage to the Company nor to the Managing or other Agents or to the Master or other Officers of the Ship in which he may be serving, nor will he consent to such damage being done by others, but will, if possible, prevent the same and give warning thereof and will not embezzle or waste the goods of the Company nor give or lend the same to others without the license of the Master of the ship in which he may be serving, nor absent himself from the services without leave, nor frequent taverns or alehouses, nor play at unlawful games, and generally shall at all times by night and by day, whenever his services may be required, be diligent in his duty, and do everything in his power to promote the interests of the Company. In consideration whereof and of the premium of Rs. 500 deposited by the Guardian with the Company, the receipt whereof the Company hereby acknowledges, the Company hereby covenants with the Guardian that during the said term the Master or other Officer in command or in charge of the ship belonging to the Company in which the Apprentice may be serving shall train him or cause him to be trained in the business of a seaman and the duties of a Navigating Officer in the Company's ship and provide the Apprentice with sufficient board but not wines or spirits, beer or liquors. And the Apprentice shall live in such a place in the ship as may be assigned to him. Medicines shall be provided and medical attendance when available by the Company and in the event of the Apprentice being placed in hospital by the order of the Company or their Managing or other Agents, or of the Master of the ship in which he may be engaged for the time, all hospital charges including board, incurred while he remains in hospital will be paid by the Company, provided the illness or injury which necessitates his removal to hospital has not been caused by his wilful act or default or his own misbehaviour. The said premium of Rs. 500 shall be deposited by the Guardian with the Company on behalf of the Apprentice on the date of signing this Contract. On termination of the apprenticeship period as specified herein, the entire amount of the premium shall become refundable to the Guardian if the Apprentice is still a minor or to the Apprentice himself if he is a major, at the time of refund subject, however, to the deduction of the whole or any part thereof on account of any loss or damage caused to the ship or to the shipowner by misconduct or wilful neglect or by the failure on the part of the Apprentice to abide by the terms of this contract as may be determined by the Shipping Master and his decision shall be final. During the period of apprenticeship, the Company shall pay to the Apprentice wages at the following rates:

- Rs. _____ per month for the first year;
- Rs. _____ per month for the second year;
- Rs. _____ per month for the third year;
- Rs. _____ per month for the fourth year.

If the period of Contract expires during a voyage, the Guardian hereby binds himself that the Apprentice will continue his duties on board until the ship's arrival at a port of discharge in India nearest his home, receiving wages per month at a rate not less than what he was receiving during the last year of the said period. The Company will provide sufficient bedding and table linen for the Apprentice but the Guardian shall provide him with sufficient and suitable wearing apparel and other necessities, and it is hereby agreed that if at any time during the said term, a Company or their Managing or other Agents or the Master of the Ship in which the Apprentice may be serving provide any apparel or other necessities to the said Apprentice, the Company or their Managing or other Agents or the said Master may deduct any sums properly expended thereon from the sums as agreed to be paid to the Apprentice as aforesaid. The Company shall also provide for relief and repatriation of the Apprentice in case he is in distress at a place outside India by reason of having been shipwrecked discharged or left behind from any ship without any fault or negligence on his part.

IN WITNESS whereof the said parties have hereto set their hands and seals the day and year above written.

Signed, sealed and delivered by:

- (1) _____ ((Apprentice))
- (2) _____ (Company)
- (3) _____ (Guardian)

In the presence of—

(Shipping Master at _____)

The date on which this Contract commences is declared to be _____
 _____ 19 .

SHIPPING MASTER.

SCHEDULE II

(Sec rule 5)

FORM OF CONTRACT OF APPRENTICESHIP TO SEA SERVICE

(For Apprentices of 18 years and over)

THIS CONTRACT made the _____ day of _____ 19 _____ between _____ whose date of birth is _____ and who is a citizen of India now residing at _____ (hereinafter called the Apprentice) of the first part and Shipowner/Master of _____ (hereinafter called the Company) of the second part WITNESSETH that the said _____ hereby voluntarily binds himself to serve in the capacity of an Apprentice on any ship owned or managed by the Company to which they or their Managing Agents in _____ or their Agents elsewhere may from time to time appoint him for the period of _____ from the date on which the Apprentice shall report himself to the Shipowner or Master or Agents in _____, or if the Apprentice is on voyage at the time of the expiry of the said period until the ship's arrival at a port of discharge in India nearest his home. The date on which this Contract commences is agreed to be the date endorsed at the foot hereof, which will be done before a Shipping Master in India, and the Apprentice hereby covenants that during such time the Apprentice will faithfully serve the Company and shall be at all times subject and obedient to his/their orders and of his/their Managing and other Agents and of the Master or other Officers in command or in charge of the ship in which he may be engaged for the time and will keep their secrets and will when required give to them accounts of their goods or moneys which may be committed to the charge or come into the hands of the Apprentice. And the Apprentice will not during the said term do any damage to the Company nor to the Managing or other Agents or to the Master or other Officer of the ship in which he may be serving, nor will he consent to such damage being done by others, but will, if possible, prevent the same and give warning thereof and will not embezzle or waste the goods of the Company nor give or lend the same to others without the license of the Master of the ship in which he may be serving, nor absent himself from the service without leave, nor frequent taverns or alehouses, nor play at unlawful games, and generally shall at all times by night and day whenever his services may be required be diligent in his duty, and do everything in his power to promote the interests of the Company. In consideration whereof and of the premium of sum of Rs. 500 deposited by the Apprentice with the Company, the receipt whereof the Company hereby acknowledges, the Company hereby covenants with the Apprentice that during the said term the Master or other Officer in command or in charge of the ship belonging to the Company in which the Apprentice may be serving shall train him or cause him to be trained in the business of a seaman and the duties of a Navigating Officer in the Company's ship and provide the Apprentice with sufficient board but not wines or spirits, beer or liquors. And the Apprentice shall live in such a place in the ship as may be assigned to him. Medicines shall be provided and medical attendance when available by the Company and in the event of the Apprentice being placed in hospital by the order of the Company or their Managing or other Agents, or of the Master of the ship in which he may be engaged for the time, all hospital charges including board, incurred while he remains in hospital, will be paid by the Company, provided the illness or injury which necessitates his removal to hospital has not been caused by his wilful act or default or his own misbehaviour. The said premium of Rs. 500 shall be deposited by the Apprentice with the Company on the date of signing this Contract. On termination of the apprenticeship period as specified herein, the entire amount of the premium shall become refundable to the Apprentice subject, however, to the deduction of the whole or any part thereof on account of any loss or damage caused to the ship or to the shipowner by misconduct or wilful neglect or by the failure on the part of the Apprentice to abide by the terms of this Contract as may be determined by the Shipping Master and his decision shall be final. During the period of apprenticeship, the Master or Shipowner shall pay to the Apprentice wages at the following rates:

Rs. _____ per month for the first year;
 Rs. _____ per month for the second year;
 Rs. _____ per month for the third year
 Rs. _____ per month for the fourth year.

If the period of Contract expires during a voyage, the Apprentice hereby binds himself to continue his duties on board until the ship's arrival at a port of discharge in India nearest his home receiving wages per month at a rate not less than what he was receiving during the last year of the said period. The Company will provide sufficient bedding and table linen for the Apprentice but the Apprentice shall provide himself with sufficient and suitable wearing apparel and other necessities, and it is hereby agreed that if at any time during the said term, the Company or his/their Managing or other Agents or the Master of the ship in which the Apprentice may be serving provide any apparel or other necessities to the said Apprentice, the Company or his/their Managing or other Agents or the said Master may deduct any sums properly expended thereon from the sums as agreed to be paid to the Apprentice as aforesaid. The Company shall also provide for relief and repatriation of the Apprentice in case he is in distress at a place outside India by reason of having been shipwrecked, discharged or left behind from any ship without any fault or negligence on his part.

IN WITNESS whereof the said parties have hereto set their hands and seals the day and year above written.

Signed, sealed and delivered by—

(1) _____ (Apprentice)

(2) _____ (Company)

in the presence of—

(Shipping Master at _____)

The date on which this Contract commences is declared to be _____.

_____ 19____.

SHIPPING MASTER.

SCHEDULE III

(See rule 11)

FORM OF ASSIGNMENT

On the _____ day of _____ in the year _____ personally appeared before _____ Shipping Master at the port of _____ with _____ and _____ and desired that the Contract of Apprenticeship whereby the said _____ was bound to the said _____ might be assigned and made over to the said _____, the Shipping Master having satisfied himself by personal examination of the said _____ and by other lawful ways and means that such assignment is for the benefit of the said _____ and is made with the consent of the said apprentice/and guardian, doth allow such assignment and the Contract of Apprenticeship whereby the said Apprentice was on the _____ day of _____ in the year _____ bound to the said _____ as an apprentice to be trained or cause to be trained in navigation and seamanship and in the duties of a Navigating Officer shall henceforth endure unto the end of the said term as if the said _____ had been originally party to the said contract and shall be bound to fulfil the covenants by the said _____.

Signed, sealed and delivered in the presence of.

Shipping Master.

Shipowner/Master (Assignor)

Shipowner/Master (Assignee)

(Apprentice)

(Guardian)

SCHEDULE IV

[See rule 14 (1)]

REGISTER OF CONTRACTS OF APPRENTICES

| Port at which Contract was executed | Date of Contract | Date of Registry | Name of Apprentice | Age | Term for which bound | If under 18 years the name and address of parents, guardian, authority or other person by whom bound | If 18 years or over, the name and address of nearest relative or guardian | Name, address and occupation of person to whom bound | Date of transfer or assignment | Name, address and occupation of person to whom assigned | Date of cancellation. | REMARKS |
|-------------------------------------|------------------|------------------|--------------------|-----|----------------------|--|---|--|--------------------------------|---|-----------------------|---------|
|-------------------------------------|------------------|------------------|--------------------|-----|----------------------|--|---|--|--------------------------------|---|-----------------------|---------|

SCHEDULE V

[See rule 14(2)]

Port of

_____ } List of Contracts of Apprentices Transferred or assigned during the month ending.....19 .

| Port where Contract was executed | Date of Contract | Date of Registry | Name of apprentice | Age | Date of transfer or assignment | Name, address and occupation of person to whom apprentice was originally bound | Name, address and occupation of person to whom now assigned |
|----------------------------------|------------------|------------------|--------------------|-----|--------------------------------|--|---|
|----------------------------------|------------------|------------------|--------------------|-----|--------------------------------|--|---|

SCHEDULE VI

[See rule 14(2)]

Port of

_____ } List of Contracts of Apprentices cancelled during the month ending.....19 .

| Port where Contract was executed | Date of Contract | Date of Registry | Date of cancellation | Name of Apprentice | Age | Term for which bound | Name, address, and occupation person to whom apprentice was bound |
|----------------------------------|------------------|------------------|----------------------|--------------------|-----|----------------------|---|
|----------------------------------|------------------|------------------|----------------------|--------------------|-----|----------------------|---|

G.S.R. 1552.—In exercise of the powers conferred by section 167 of the Merchant Shipping Act, 1958 (44 of 1958), and in supersession of all existing rules, orders and regulations on the subject, the Central Government hereby makes the following rules, namely:—

1. Short title and Commencement.—(1) These rules may be called the Merchant Shipping (Distressed Seamen) Rules, 1960.

(2) They shall come into force on the 1st day of January 1961.

2. Definitions.—In these rules—

(a) 'Act' means the Merchant Shipping Act, 1958;

(b) 'Form' means a form set out in Schedule I;

(c) 'Schedule' means a Schedule to these rules.

3. Application for relief.—(1) Every application for relief and maintenance under section 161 of the Act shall be made by the distressed seaman, in writing and be presented in person to the Indian consular officer at or near the place where the applicant is in distress, within three months of his having left his last ship.

(2) Every applicant under sub-rule (1) shall also fill in and sign an affidavit in form 'A' before the Indian consular officer.

(3) Where the Indian Consular Officer is satisfied that, on account of illness or other sufficient cause, a distressed seaman is not able to write the application or present it in person, the Indian Consular Officer may accept an application made by any other person on behalf of the distressed seaman.

4. Duty to arrange for relief.—The Indian Consular Officer, if he is satisfied that the applicant is a distressed seaman who is entitled to relief and maintenance under the Act, shall take steps to arrange for his relief and maintenance in accordance with these rules.

5. Finding employment.—(1) If he is satisfied by medical certificate or otherwise that the distressed seaman is fit for work, the Indian consular officer shall, wherever possible, find an employment for the distressed seaman in the same or similar capacity to that which the seaman was holding in his previous ship.

(2) If a seaman to whom an offer of employment of the nature referred to in sub-rule (1) is made refuses to take up the employment, he shall cease to be entitled to any relief or maintenance from the date of such refusal.

6. Relief and maintenance till repatriation or employment.—(1) A distressed seaman shall be given relief and maintenance till arrangements are made for his return to the proper return port or till a suitable employment is found for him.

(2) Such relief and maintenance shall consist of—

(a) maintenance,

(b) essential clothing and bedding which shall, as far as possible, be of the quality to which he is accustomed, and

(c) where necessary, medical care and reasonable medical expenses.

(3) It shall be the duty of the Indian Consular Officer to see that the expenses on account of the relief and maintenance of a distressed seaman is kept at the minimum; in no case money payment shall be made to the distressed seaman.

7. Period of relief.—Subject to the provisions of these rules, a distressed seaman shall receive relief for so long as the Indian Consular Officer considers it necessary; and in every case in which relief is given beyond a period of one month, such officer shall report the circumstances of the case to the Director-General.

8. Shipwrecked Seamen.—In cases of shipwreck, the Indian Consular Officer shall afford relief and maintenance to a seaman only from such time as he ceases to be employed to look after the ship's property and cargo, or for salvage purposes, even though the seaman has applied for relief while he is still employed on such duties.

9. Discharged Seamen.—(1) The master of a ship who desires to deposit the expenses for the maintenance and repatriation of a discharged seaman referred

to in sub-section (3) of section 162 of the Act, shall deposit the expenses with the Indian Consular Officer by whose authority such seaman was discharged.

(2) The Indian Consular Officer may, at his discretion, return such seaman to the proper return port in accordance with the provisions of these rules.

10. Repatriation of Distressed Seamen.—When an Indian Consular Officer is unable to place a distressed seaman on board an Indian ship in want of men to make up its complement, he shall, at his discretion, send such seaman to his proper return port or to a port *en route* to such return port as early as possible, by any other of the modes referred to in sub-section (2) of section 162 of the Act.

11. Conveyance by foreign ship.—Whenever no Indian ship is available in which a distressed seaman can be sent either to a proper return port or to a port *en route* thereto, the Indian Consular Officer may, if he considers it desirable, secure a passage for him in a foreign ship on the best terms obtainable and shall advise the Shipping Master at the proper return port or the Indian Consular Officer at an intermediate port, as the case may be, of the terms agreed upon.

12. Return Port to be Specified.—The Indian Consular Officer, having determined the return port to which a distressed seaman is entitled to be sent, shall indicate that port on any document issued by him for the conveyance of the seaman to such port or any port or place *en route* to the proper return port.

13. Action of Indian consular officer at places *en route*.—When a distressed seaman is landed at a port or place *en route* to his proper return port, the Indian Consular Officer at that port or place shall take similar action in respect of the seaman as could have been taken by the Indian Consular Officer at the port or place at which the seaman was originally in distress.

14. Endorsement on the Agreement with the Crew and Issue of Conveyance Order.—(1) The endorsement on the agreement with the crew mentioned in sub-section (1) of section 164 of the Act shall be in one of the following forms:—

(a) When the seaman is placed on board an Indian ship to make up the complement of her crew:—

“I hereby certify that I have sanctioned the engagement of the within-mentioned seaman/seamen entered on the lines _____ upon the terms mentioned in the within-mentioned agreement and that he has/they have signed fully understanding the same”.

(b) When the seaman is not employed as a member of the crew but is afforded a passage on an Indian ship in accordance with the provisions of section 163 of the Act:—

“Certified that I have this day placed on board this ship Shri _____ ex S.S./MS _____ as a Distressed Seaman for conveyance to _____. The requisite Conveyance Order has been handed over to the master”.

(2) When a seaman is placed on board an Indian ship in accordance with the provisions of rule 10, the Indian Consular Officer shall fill in, sign and deliver to the Master of such ship, a conveyance Order in form ‘B’ showing the port to which the seaman is entitled to be sent.

(3) Whenever it becomes necessary to send a distressed seaman to his proper return port or to any other port or place by a mode other than the one mentioned in sub-rule (2) of this rule (i.e. by road, rail, air or by sea as a passenger on a foreign ship), the Indian Consular Officer shall hand over to the seaman, form ‘C’ duly filled in and signed.

15. Rates of Passage.—(1) On arrival at the port to which a seaman has been conveyed, the master of the conveying ship shall produce the Conveyance Order to the Indian Consular Officer at that port, if the port is a foreign one, or to the Shipping Master if it is an Indian port, after duly filling in and signing Part 3 thereof.

(2) The master of the conveying ship shall be paid by such officer at the rate prescribed in Schedule II in respect of the subsistence of every distressed seaman conveyed by him exceeding the number, if any, wanted to make up the complement of his crew, unless the officer, has reason to doubt the correctness of the Declaration or of any of the particulars in form ‘B’. In cases of doubt, the payment shall be deferred and the matter reported to the Director-General of Shipping for orders.

16. Rescued Seamen.—(1) Masters of ships and tindals of sailing vessels who have rescued or picked up seamen at sea shall on arrival at port and on application made in writing, to the Shipping Master or in a foreign port, to the Indian Consular Officer, be entitled to be paid by the Shipping Master or the Indian Consular Officer, as the case may be, subsistence in respect of such seamen.

(2) The application referred to in sub-rule (1) shall state the number of days during which each distressed seaman received subsistence on the rescuing vessel.

17. Seamen mentally deranged.—(1) In order to provide for the passage to the proper return port of a distressed seaman suffering from mental derangement, the Indian Consular Officer may, with the object of ensuring that requisite care and attendance is given to the seaman during the voyage, make special arrangements with the master of the ship and may agree to the payment, if necessary, of such sum as may appear fair and reasonable for the passage in addition to the prescribed allowance.

(2) A copy of the agreement entered into by the Indian Consular Officer shall, in every case, be forwarded, as soon as possible, to the Shipping Master at the port at which the distressed seaman was originally engaged. If such seaman is sent to an intermediate port in transit, a copy of the agreement shall also be endorsed to the Indian Consular Officer or Shipping Master at that port as the case may be.

(3) On arrival at the port to which the distressed seaman has been conveyed, the Shipping Master, or the Indian Consular Officer, as the case may be, shall pay to the master of the ship, in addition to the sum provided for in rule 15, such additional charges as have been agreed to by the Indian Consular Officer at the port from which the seaman was shipped.

18. Seamen at infected ports.—(1) Notwithstanding anything contained in rule 10, no distressed seaman who has suffered from cholera, yellow fever, plague or some other infectious disease, or who is at a port infected at the time with any such disease, shall be sent to any port or place, whether such port or place be similarly infected or not, without the Indian Consular Officer obtaining a certificate from a duly qualified medical practitioner that the seaman is not a source of danger to others.

(2) The certificate referred to in sub-rule (1) shall state the nature of the disease from which the distressed seaman had suffered or which infected the port and shall be delivered by the Indian Consular Officer to the master of the conveying ship for production, if necessary, to the Health authorities at ports of call. Such certificate shall be retained by the master until the distressed seaman is landed at his proper return port or a port *en route*. In the latter case, the certificate shall be handed over to the Indian Consular Officer at a foreign port or the Shipping Master at a port in India along with the Conveyance Order.

19. Recovery of Expenses.—(1) When a distressed seaman is landed at his proper return port, the Shipping Master at that port shall, after complying with the provisions of rule 15, determine what portion, if any, of the expenses incurred on behalf of such seaman could be deemed to be "excepted expenses" as defined in clause (b) of sub-section (36) of section 3 of the Act.

(2) All repatriation expenses, inclusive of excepted expenses, which constitute a debt to the Central Government, shall be recovered by the Shipping Master referred to sub-rule (1), from the owner or agent of the ship to which the seaman belonged at the time of his discharge or other event which resulted in his becoming distressed, unless the Shipping Master deducts such sum directly from the Seaman's wages which have been deposited with him in accordance with Section 122(3) of the Act.

20. Recovery from wages.—(1) The owner or agent of the ship mentioned in the foregoing rule, if he is desirous of recovering the excepted expenses from the wages of the distressed seaman shall furnish the Shipping Master with an account of the expenses, together with such vouchers as may be reasonably required, and the Shipping Master shall, if he is satisfied as to the correctness of the claim, deduct the amount from the wages.

(2) All deductions from a seaman's wages shall be subject to the provisions of section 201 of the Act.

21. **Credit to Government.**—All repatriation expenses which constitute a debt to the Central Government and which are recovered by the Shipping Master shall be credited to the appropriate head of account.

22. **Evidence of distress.**—The Shipping Master to whom a Conveyance Order in respect of a distressed seaman is delivered shall be deemed to be an officer specified by the Central Government for the purposes of section 165 of the Act and he may, on the strength of such order, issue a certificate to the effect that the seaman was in distress.

23. **Returns.**—(1) As soon as possible after a distressed seaman is sent from his port the Indian consular officer shall send to the Director-General returns of expenses in forms 'D' and 'E'.

(2) When an Indian Consular Officer receives form 'C' in respect of any distressed seaman, such form shall also be sent to the Director-General along with the forms referred to in sub-rule (1).



SCHEDULE I

FORM 'A'

[See rule 3(2)]

AFFIDAVIT

Issued by the
Government of India

I, the undersigned.....late of the Ship.....
.....of.....Official Number.....
temporarily resident atdo solemnly and sincerely declare
as follows :—

- * (1) That I belong to the State of.....and that I was born at.....
.....in the year.....
- (2) That I was shipped on my last voyage at.....on the.....
.....day of.....19....., and served on board
until the.....day of.....19....., when my
services ended owing to.....[The ground for my discharge/desertion
was.....]
- (3) That I have since been employed as.....at.....
but am now indistress owing to.....and am desirous
of returning to.....
- (4) That my last address in India was.....
.....where I resided from.....19.....
to.....19.....
- (5) Name of relative or friend.....
Address.....

And I make this solemn declaration conscientiously believing the same to be true.

Signature or L.T.I. of Seaman.....

Declared before me at.....
the.....day of.....19..... }

Name and Title of Officer.....

*Number of Discharge Book or Registration Book produced by seaman.....

Description of any other documents produced in support of identity.....

Names of Ships in which seaman has previously served.....

FORM B

[See rule 14(2)]

CONVEYANCE ORDER

| | | |
|------------------------|---|--------------------------------|
| Govt. of India Seal | ORDER FOR THE CONVEYANCE OF A DISTRESSED SEA- MAN _____ | For use at the Shipping Office |
| | Merchant Shipping Act, 1958 (Sections 162 and 163) | No. |
| | | Year |

PART I.

Order to Master of Conveying Ship

To the Master of the Ship Official No.
Port of Registry

Pursuant to the merchant Shipping Act, 1958 (44 of 1958) —Section 163, you are hereby required to receive on board your ship and convey to the Seaman named below.

For his subsistence if Supernumerary over and above the complement of the crew you will be paid at the rate prescribed by the Government of India on complying with the requirements mentioned herein

| | | |
|----------------|---|---|
| Name of Seaman | Rank/Rating and Continuous Discharge Certificate. No. | Name, Official No., Port of Registry of last Ship. |
|----------------|---|---|

(Nationality, if foreign)

(Full particulars of Seaman's last voyage to be entered on Page 2)

Dated at, this day of 19 ..

Seal Signature
. Title

An endorsement as to the conveyance should be made on the Agreement with the crew of the conveying ship, and the seaman's proper return port should be stated

The seaman's effects and Discharge Book should accompany him .

IMPORTANT INFORMATION FOR MASTER OF CONVEYING SHIP.

Entries should be made in the Official Log Book of the receipt on board of the distressed seaman and of any medical attention or comforts given and of his disembarkation.

If the seaman is transferred to any other ship, the particulars, with the date of transfer and the Ship's name, must be entered at the time of the transfer in the Official Log Book of both ships.

On arrival at the port to which the seaman is ordered to be conveyed, the Master shall arrange for him to be taken to the Shipping Office if in India, or to the Indian Consular Officer abroad.

Responsibility for the payment of the claim will not be accepted unless the Seaman is produced or adequate reasons furnished to show why this cannot be done

When the Master appears before the Shipping Master or other Officer he must make the declaration overleaf.

A SEPARATE FORM TO BE USED FOR EACH SEAMAN.

Per day

The conveyance rates allowed by the Government of India are :—

| | Rs. |
|--|-----------------------------|
| 1. For the conveyance of certificated officers when diet and accommodation is superior to that usually afforded to distressed seamen are furnished | 7.00 |
| 2. For the conveyance of other members of the crew when afforded the same diet as European seamen | 5.00 |
| 3. For the conveyance of other members of the crew on Indian or similar diet | 3.00 |
| 4. For extra diet | 1.00 (in addition to above) |

PART 2. Particulars of the Seaman's last voyage, to be completed by the Officer who issues the order.

It is most important that the undermentioned particulars of the seaman's last voyage should be correct as they form the basis of settlement with the seaman when landed.

WHERE SHIPPED

SEAMAN'S PROPER RETURN PORT,
i. e., final Port of destination as agreed by
him (Sec. 3)(33) M.S. Act, 1958.

NAME, PORT OF REGISTRY
AND OFFICIAL NO. OF SHIP.

WHERE DISCHARGED OR LEFT
BEHIND

CAUSE OF LEAVING SHIP

WAS SEAMAN DISCHARGED
WITH OFFICIAL SANCTION?

- e. g.*
(1) Illness or injury.
(2) Imprisonment.
(3) Termination of agreement.
(4) Mutual consent.
(5) Other cause : to be specified.

Particulars of Expenses incurred.

| Date | Place | Expense incurred | Purpose | Remarks |
|------|-------|------------------|---------|--------------------------|
| | | | | Officer's Signature..... |

PART 3. Declaration to be made by the Master of the conveying ship before the Shipping Master or Indian Consular Officer at the port to which the Seaman is conveyed.

| Complement of Crew | No. of Crew while the Distressed Seaman was being conveyed | Date when subsistence on board commenced | If landed, where? If not landed, cause to be stated | Date when landed or otherwise disposed of | No. of days sustained |
|--------------------|--|--|---|---|-----------------------|
| | | | | | |

I.....Master of the Ship.....
 Official No.....do solemnly and sincerely declare that the Seaman above
 referred to was maintained by me for the period stated during the whole of which time I had my
 full complement of men (excepting.....) exclusive of the afore-
 said Seaman, and that the above statements are correct.

Date.....Master's Signature.

CLAIM FOR MEDICAL ATTENDANCE AND EXTRA DIET, IF ANY

This Form is now to be delivered by the Master of the Ship to the Shipping Master or the Indian Consular Officer, who will examine it carefully making reference to the Ship's papers and inquiries of the Seaman conveyed. If the Officer thinks that there is any reason to doubt the correctness of the above Declaration, or any of the particulars given on this form, he will refuse payment, and report the matter to the Director-General of Shipping, Bombay, with full explanation of his reason for so refusing. If there is no reason to doubt the correctness of the particulars given by the Master, and the claim is in order, he will then calculate the amount to be paid according to his instructions, and pay the same to the Master, first filling up the certificate below.

PART 4. Certificate of the Shipping Master or the Indian Consular Officer at the Port where the Seaman is landed.

| No. of days maintained | Rate per day | Amount | I CERTIFY that the above declaration was made before me and that the amount shown in the margin is due for the conveyance of the above named seaman. |
|-------------------------------------|--------------|--------|--|
| | | | Dated at..... this.....day of.....19.. |
| Medical Attendance, extra diet etc. | | | Signature of Shipping Master or Indian Consular Officer..... |

PART 5. Receipt of Master for Conveyance.

Received the sum of :—

Rupees.....
 Date.....Signature of Master

PART 6. Particulars of expenses incurred by the Shipping Master at the port in India at which a Seaman is landed but which is not his proper return port.

| | |
|------------------------|-------------------------------------|
| Return Port Expenses : | I declare that I am proceeding to : |
| Rail Fare to | (Address) |
| Subsistence..... | |
| | I acknowledge receipt of : |
| | Rail Fare..... |
| | Subsistence etc..... |
| TOTAL | Total; Rupees..... |
| | Signature or L.T.I. of Seaman..... |

Date.....

SUMMARY OF EXPENSES

 $R_9, nP,$

1. Conveyance expenses
2. Medical Attendance etc.
3. Return Port Expenses
 - (a) Rail Fare
 - (b) Subsistence
 - (c) Boarding

TOTAL

Claims for Medical Attendance and Extra Diet

In special cases where in the opinion of the Medical Officer the health of a Seaman conveyed under this Order demands Medical Attendance extra and in exceptional cases, wages, extra should be made in the Official Log Book on the days on which such attendance etc was given and signed by the Master and the Medical Officer who should complete the form below in order obtain the allowance for such attendance, extra diet, etc

[illegible]

¹ Certified in accordance with Official Regulation 1. I hereby acknowledge having received the Medical Attendance, etc., stated herein.

I hereby acknowledge having received the
Medical Attendance, etc, stated herein.

Ma t()

Mechanical Officer

SUMMARY OF SCUMMING



FORM 'C'
[See Rule 14(3)]

Government of India
Seal. Port of.

For use at Shipping Office.
No.

ACCOUNT OF EXPENSES

- Notes.—1. This form should be used in the case of a Seaman sent to another port or place when for any reason a Conveyance Order is not issued, and the passage or travelling expenses have been pre-paid or otherwise provided for. It should not be used in cases where a Conveyance Order, Form 'B', is issued.
2. This form is to be placed in a sealed envelope and handed to the Seaman to be delivered to the Officer named hereunder. The Seaman should be cautioned that if the letter is tampered with in any way payment of balance of wages due to him may be delayed.

To.....
at the Port of.....

I have this day sent the Seaman named below to your place

Note—
If an Indian Consular Officer at any place *en route* assists the seaman he should state overleaf the expense incurred.

Delete lines not applicable

- (1) in search of employment.....
(2) for hospital treatment.....
(3) for conveyance to.....
(4) in the following.....
circumstances.....
viz......

Date..... Signature and Title of Officer.....

| | | |
|----------------|--------------------------------------|---|
| Name of Seaman | Continuous Discharge Certificate No. | Name, Official No. and Port of Registry of Ship in which he last served |
|----------------|--------------------------------------|---|

| | | |
|---------------|----------------|---------------------------------|
| Date of Birth | Rank or Rating | Address on Agreement with Crew. |
|---------------|----------------|---------------------------------|

Place of Birth

Particulars of expenses incurred.

| Date | Expense incurred | Purpose | Remarks |
|------|------------------|---------|---------|
|------|------------------|---------|---------|

Officer's Signature.....

Note for the guidance of the officer at the place to which the seaman is sent.

If the 'distressed seaman' is sent home under Conveyance Order (Form 'B'), the amount of expenses incurred as entered overleaf should be entered in the column provided on the Order.

This form should be sent to the Director-General of Shipping, Bombay together with Forms 'D' and 'E'.

Shipped at
 Left at..... on
 Cause of discharge or distress
 Whether discharged with official sanction
 Illness, hurt or injury, state nature, and whether due to sea- }
 man's or wilful act, default or misbehaviour }
 Proper return Port
 Mode of conveyance
 Particular of expenses if any incurred while seaman is *en route*

| Date | Place | Expense incurred | Purpose | Remarks |
|------|-------|------------------|---------|---------|
|------|-------|------------------|---------|---------|

Officers' Signature.....

FORM 'D'

[See rule 23 (1)]



Expenses incurred in respect of distressed seamen by Indian Consular Officers.

| Refer- ence (No. of relevant Form] 1 'E' | Name of Seaman | Name of Ship to which he belonged at time of dis- charge or other event resulting in seaman beco- ming distres- sed | Place of Discharge | Cause of Discharge | Expenses Incurred | Remarks |
|---|-------------------|--|-----------------------|-----------------------|----------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

FORM 'E'

[Sec rule 23(1)]

Details of Expenses incurred by the Indian Consular Officer at.....
in respect of..... of the.....
O.N..... of.....

| Particulars of Expenses at | | |
|----------------------------------|----------|--|
| Date | Currency | Purpose |
| 19 | | SUBSISTENCE ON PASSAGE PER |
| | |to |
| | | HOSPITAL |
| to | | days @.....per |
| | | day |
| | | BOARDING |
| to | | days @..... |
| | | per day |
| | | TRAVELLING, BOAT HIRE, PORTERAGE, ETC. |
| | | MEDICAL ATTENDANCE |
| | | CONVEYANCE TO PROPER RETURN PORT |
| | | (.....) |
| | | SUBSISTENCE ON JOURNEY |
| | | PORTERAGE |
| | | (At the exchange of per) Total |

Date.....19

Indian Consular Officer,

SCHEDULE II

[Sec rule 15 (2)]

Rates per diem of payment for the subsistence and passage of distressed seamen who are sent on board an Indian ship and are in excess of the number wanted to make up the complement of the crew or who are rescued at sea by Indian vessels.

| | For steam or motor ships | For sailing vessels |
|---|--------------------------|---------------------|
| | Rs. | Rs. |
| 1. For the conveyance of certificated officers, when diet and accommodation is superior to that usually afforded to distressed seamen are furnished | 7.00 | 5.00 |
| 2. For the conveyance of other members of the crew when afforded the same diet as European seamen | 5.00 | 4.00 |
| 3. For the conveyance of other members of the crew on Indian or similar diet | 3.00 | 2.00 |
| 4. For extra diet | 1.00 | .. |
| | (In addition to above) | |

NOTE.—In the case of medicines, etc., the amount may be paid after verifying the details of expenses furnished by the Master and scrutinising the entries in Official Log Book etc.

[No. 30, ML (13)/60].

G.S.R. 1553.—In exercise of the powers conferred by clauses (a) and (b) of sub-section (2) of section 420 and by section 435 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following rules, namely—

1. **Short Title and Commencement.**—(1) These rules may be called the Sailing Vessels, (Assignment of Free Board) Rules, 1960.

(2) They shall come into force on the 1st January 1961.

2. Definitions.—In these rules, unless the context otherwise requires—

- “Assigning Authority” means a Registrar of Sailing Vessels, or a Corporation or Association, appointed by the Central Government to be an Assigning Authority for the purpose of these rules;
- (b) “free board deck” means the uppermost complete deck having permanent means of closing all the openings on the weather part of the deck;
- (c) “Schedule” means a Schedule to these rules;
- (d) “Surveying Authority” means a Surveyor or a Naval Architect appointed by the Central Government and includes any person appointed as such by a Corporation or Association referred to in clause (a);
- (e) “vessel” means a sailing vessel.

3. Vessels to be certified.—No vessel shall ply or proceed to sea unless it has been assigned the free board, and a free board certificate issued in respect thereof, in accordance with these rules.

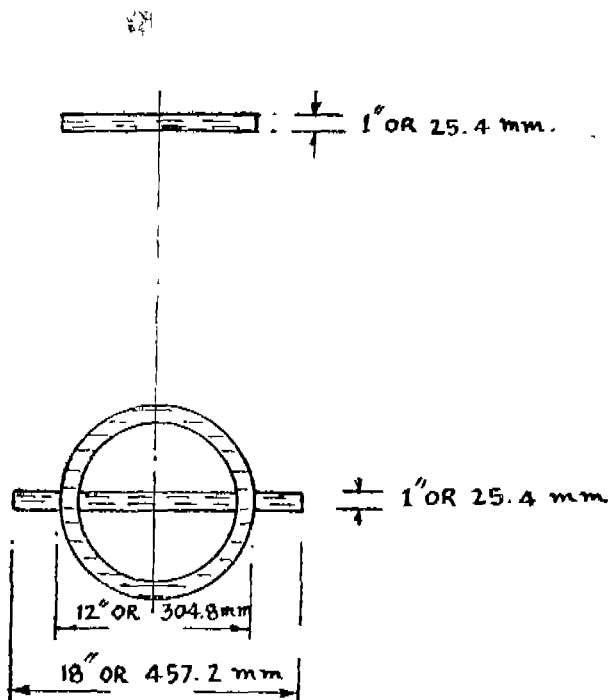
4. Applications for assignment of free board.—Every application for the assignment of free board and the issue of a free board certificate shall be made to the Assigning Authority and be accompanied by fees at the rate specified in Schedule I.

5. Survey.—On receipt of an application under rule 4, the Assigning Authority shall cause the vessel to be surveyed by the Surveying Authority who, on completion of the survey, shall forward to the Assigning Authority a report on the result of the survey.

6. Particulars of markings to be furnished.—If, on a consideration of the report of the Surveying Authority under rule 5, the Assigning Authority is satisfied that a free board certificate may be granted, such Authority shall furnish to the owner the particulars of the position in which the deck line and the free board lines are to be marked.

7. Computation of free board.—The free boards for vessels shall be computed in accordance with the Table in Schedule II.

8. Markings.—(1) The owner of the vessel shall cause to be marked on each side of the vessel the particulars of the deck and the free board lines and also the disc as in the following figure:—



(2) The markings referred to in sub-rule (1) shall be cut into the planking to a depth of at least one-eighth of an inch and shall be painted white or yellow on a dark background.

9. Issue of Certificate.—(1) When the markings have been cut to the satisfaction of the Surveying Authority, the Assigning Authority shall issue a free board certificate in respect of the vessel.

(2) The Certificate shall be in the form set out in Schedule III.

10. Period of validity of Certificate.—A free board certificate issued under rule 9 shall be valid for a period of one year and may be renewed for a period not exceeding one year at a time upto a maximum of five years.

11. Renewal of Certificate.—(1) A free board certificate may be renewed on application made in this behalf and the provisions of rules 5 to 8 shall apply to applications for renewal.

(2) Every application for renewal shall be accompanied by fees at the rate specified in Schedule I.

12. Certificate to be exhibited on vessel.—The free board certificate shall be exhibited in a conspicuous part of the vessel when it is in use.

13. Alterations to vessel.—Whenever alterations have taken place in the hull or super-structure of a vessel so as to affect the position of the free board line, the owner shall apply for a fresh free board certificate.

14. Loading of Vessel.—No vessel shall be so loaded that the marking of the free board line is submerged.

SCHEDULE I

(See rule 4).

Fees for survey for assignment of freeboard for sailing vessels

| | Fees Rs. |
|---|--|
| (a) For first survey for assignment of free board | |
| (i) For vessels under 50 tons gross | 20.00 |
| (ii) For vessels of 50 tons and over but under 100 tons gross | 30.00 |
| (iii) For vessels of 100 tons gross and over | 40.00 |
| (b) For re-survey | half the fees prescribed at (a) above. |

SCHEDULE II

(See rule 7)

I. Open type vessels.

Free board for open type vessels shall be computed in accordance with the following table:—

| Length | | Length | |
|---------------------------|--------|---------------------------|--------|
| Free board in fair season | | Free board in fair season | |
| Feet | Inches | Feet | Inches |
| 25 | 15.0 | 105 | 43.25 |
| 30 | 17.0 | 110 | 44.5 |
| 35 | 19.5 | 115 | 45.75 |
| 40 | 22.0 | 120 | 47.0 |
| 45 | 24.0 | 125 | 48.25 |
| 50 | 26.0 | 130 | 49.25 |
| 55 | 28.0 | 135 | 50.25 |
| 60 | 29.75 | 140 | 51.25 |
| 65 | 31.50 | 145 | 52.25 |
| 70 | 33.25 | 150 | 53.25 |
| 75 | 35.0 | 155 | 54.25 |
| 80 | 36.5 | 160 | 55.25 |
| 85 | 38.0 | 165 | 56.0 |
| 90 | 39.50 | 170 | 56.75 |
| 95 | 40.75 | 175 | 57.50 |
| 100 | 42.0 | 180 | 58.25 |

II. *Decked vessels with adequate means of closing appliances.*

The minimum free board in fair season shall be computed by deducting from the tabular free board in section I an amount calculated at the rate of 1 $\frac{1}{2}$ inch per foot of depth "D" of the vessel.

NOTE

(1) The free board referred to above shall be the free board in salt water; the free board in fresh water of unit density shall be less than the free board in salt water by 2 inches.

(2) Final free board shall be assigned with the addition of such amount of free board as the Assigning Authority may determine, having regard to the classification, construction, age and other conditions of the vessel.

(3) The free boards at intermediate lengths shall be obtained by interpolation.

(4) "Length" means the length of the vessel from the foreside of the stem to the afterside of the stern post measured in a straight line parallel to the water level at a height of 0.8 times the depth of the vessel from the top of the keel.

(5) Length in feet shall be multiplied by 0.305 to convert to metres and free board in inches to be multiplied by 25.4 to convert to millimetres.

(6) The depth (D) of the vessel means the vertical distance amidships measured from the top of the keel to the upperside of the free board deck at side.

(7) In wooden vessels having a greater rate of rise of floor than 1 $\frac{1}{4}$ inches per foot the depth (D) shall be reduced by half the differences between the total rise of floor at the half-breadth of the vessel and the total rise at 1 $\frac{1}{4}$ inches per foot. Two and a half inches per foot of half-breadth shall be the maximum rate of rise for which a deduction may be made.

(8) Where the form at the lower part of the midship section is of a hollow character or thick garboards are fitted, the depth shall be measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

(9) Where D exceeds $\frac{L}{8}$, the free board shall be increased by two inches per foot difference between D and $\frac{L}{8}$.

(10) Where the actual depth to the surface of the free board deck amidships is greater or less than D, the difference between these two depths shall be added to or deducted from the free board, as the case may be. The deduction, however, shall only be permissible where the strength of the vessel is deemed sufficient for the purpose intended.



SCHEDULE III

[See rule 9 (2)]

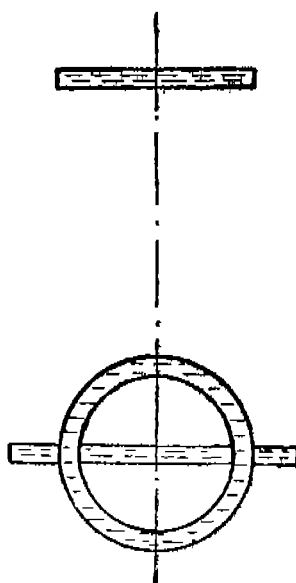
Issued by
the Government
of India

FREE BOARD CERTIFICATE
SAILING VESSELS

MERCHANT SHIPPING ACT, 1958 (44 of 1958)

Form No.

| | | | |
|------------------|-----------------------------|--|-------|
| Name of Vessel | | Official Number | |
| Port of Registry | | | |
| Gross Tonnage | | | |
| | Free board from deck line | Load-line | |
| Fair Season | inches or millimetres | Upper edge of line through centre of disc. | |
| Foul Season | inches or millimetres | Upper edge of line through centre of disc. | |



SCALE :- 1"=1'

Allowance for fresh water for all free boards inches/mm.

This is to certify that this vessel has been surveyed and the free board and load line shown above has been assigned as per sailing vessels (Assignment of Free Board, Rules, 196.

This certificate remains in force until

Issued at on the day of 196

Signature of the Assigning Authority.

I have surveyed this vessel for the purpose of seeing whether this certificate should remain in force and survey has been completed to my satisfaction.

Signature of Surveying Authority.

Place

Date

I have surveyed this vessel for the purpose of seeing whether this certificate should remain in force and survey has been completed to my satisfaction.

Signature of Surveying Authority.

Place

Date

I have surveyed this vessel for the purpose of seeing whether this certificate should remain in force and survey has been completed to my satisfaction.

Signature of Surveying Authority.

Place

Date

I have surveyed this vessel for the purpose of seeing whether this certificate should remain in force and survey has been completed to my satisfaction.

Signature of Surveying Authority

Place

Date

Note.—This certificate must be kept framed and posted up in a conspicuous part of the vessel so long as it remains in force, and the vessel is in use.

[No 30 -MI (35/60).]

G.S.R. 1554.—In exercise of the powers conferred by sub-section (1) of section 429 of the Merchant Shipping Act, 1958 (44 of 1958), read with section 435 of the said Act, the Central Government hereby makes the following rules, namely—

1. Short Title and Commencement.—(1) These rules may be called the Sailing Vessels (Statement of Crew) Rules, 1960.

(2) They shall come into force on the 1st January 1961.

2. Form of Statement of Crew.—(1) The statement of the crew referred to in section 429 shall be maintained in the form set out in the Schedule to these rules.

(2) Every change in the personnel of the crew shall be recorded in the statement of the crew and the statement maintained up-to-date.

3 Copy to be communicated to registrars.—The owner or tindal of a sailing vessel shall communicate a copy of the statement of the crew of the vessel and every change entered therein to the registrar of the port where the vessel is registered.

4 Statement to be produced on demand.—The owner or tindal of a sailing vessel shall produce the statement for inspection on demand by the registrar, the regional officer (sails) or any other officer appointed in this behalf.

5. Penalty.—The owner or tindal of a sailing vessel who commits a breach of these rules shall be punishable with fine which may extend upto Rs. 200.

STATEMENT OF CREW

[Vide section 429 of the Merchant Shipping Act, 1958 (44 of 1958)]

| Name of Vessel | Official No. & Port of Registry |
|----------------|---------------------------------|
|----------------|---------------------------------|

INSTRUCTIONS

1. The owner or tindal of a vessel shall file a copy of the statement of the crew of the vessel with the registrar of the port where the vessel is registered.
2. Every change in the personnel of the crew shall be recorded in the statement of the crew and the statement maintained up-to-date. Every such change shall be communicated to the registrar as soon as possible.

| Sl. No. | Full name of members of crew including tindal | Permanent Address | Age at the time of recruitment | No. date and Port of issue of Identity card, if any | Capacity in which engaged | Date and place of engagement | ** Monthly wages | Name and relationship of next of kin and address | Signature or left thumb impression of the crew | Signature or left thumb impression of owner or tindal | Discharge from vessel | | | Signature and designation of arresting officer | Remarks |
|---------|---|-------------------|--------------------------------|---|---------------------------|------------------------------|------------------|--|--|---|-----------------------|-------|-------|--|---------|
| | | | | | | | | | | | Date | Place | Cause | | |

*Note.—If remuneration or wages are paid otherwise than on monthly basis the amount of wages which the owner/Tindal considers as monthly wages shall be stated.

I hereby declare that the particulars furnished above are true to the best of my knowledge and belief.

Signature or left thumb impression of Owner/Tindal

Date _____ at _____

[No. 30 ML (33)/60]

G.S.R. 1555.—In exercise of the powers conferred by clauses (b) and (c) of sub-section (2) of section 435 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby make the following rules, namely:—

1. Short Title and Commencement.—(1) These rules may be called the Merchant Shipping (Tonnage Measurement of Sailing Vessels) Rules, 1960.

(2) They shall come into force on the 1st January 1961.

2. Definitions.—In these rules, unless the context otherwise requires,—

- (a) "breadth" means the breadth taken horizontally athwart measured from inside of frame timbers;
- (b) "break" means the space above the line of the upper deck, when the deck is cut off and continued at a higher elevation;
- (c) "depth" means—
 - (i) in the case of decked vessels, the vertical distance at the centre line from the top of the floor timber at centre to the inside of the tonnage deck at side,
 - (ii) in the case of open vessels, the vertical distance measured from the top of the floor timber to the upper strake of hull planking;
- (d) "gross tonnage" means the sum total of the cubic capacity of spaces below the upper deck and spaces permanently covered and closed-in-spaces on or above the upper deck;
- (e) "length" means the length as described in Schedule 'A';
- (f) "register tonnage" or "net tonnage" means the tonnage arrived at after allowing from the gross tonnage of a vessel the deductions permissible under these rules;
- (g) "Schedule" means a Schedule to these rules;
- (h) "ton" means a unit of volume equal to 100 cubic feet or 2.83 cubic metres;
- (i) "tonnage deck" in the case of decked vessels, means the uppermost continuous deck having permanent means of closing the openings on deck;
- (j) "vessel" means a sailing vessel.

3. Gross Tonnage.—(1) The gross tonnage of a vessel shall be determined by the appropriate method outlined in Schedule 'A'.

(2) All measurements for the purpose of ascertaining the tonnage of a vessel shall be in metres and fractions of a metre or in feet and fractions of a foot expressed in decimals.

4. Deduction from Gross Tonnage.—The register or net tonnage of a vessel shall be arrived at after making from the gross tonnage determined in accordance with the provisions of Rule 3, deductions on account of the following spaces, provided they are reasonable in extent, namely:—

- (i) space occupied solely by the crew and their personal effects;
- (ii) spaces occupied by vessel's stores, crew's provisions, fresh water, sails, ropes and tackles and space required for navigation of the vessel;
- (iii) space for machinery and fittings:

Provided that no deductions shall be made on account of any space, unless it has previously been included in the gross tonnage.

5. Fees.—Fees shall be levied under these rules at the rates and for the purposes specified in Schedule 'B'.

6. Tonnage Form.—The tonnage measurements of a vessel shall be entered in the Tonnage Form as shown in Schedule 'C'.

SCHEDULE A

[See rule 3(1)]

RULES AS TO THE MEASUREMENT OF TONNAGE OF WOODEN SAILING VESSELS

METHOD I, WHEN THE HOLD IS CLEAR

Length(1) *A—For decked vessels*

Measure the length of a decked vessel in a straight line along the upper side of the tonnage deck at such a parallel distance from the middle line of the vessel as to clear the several hatchways and other obstacles that may present themselves. Having fixed upon the ends of this parallel line as far both forward and aft, as may be found convenient, mark them on deck, and transfer them on the middle line of the ship from inside of the stem to the inside of the midship stern timber or plank, as the case may be. Deduct from this length what is due to the rake of the bow in the thickness of deck, and what is due to the rake of the stern timber in the thickness of the deck. Thus the required length is obtained.

Where on account of obstruction by hatches, deckhouses, etc. the length cannot be taken in one measurement, then the same can be taken in parts depending on the number of obstructions and these parts subsequently added together to obtain the length.

Divide the length so obtained into the number of equal parts required by the following table:—

TABLE

(a) Vessels of which the tonnage deck is according to the above measurements 50 feet long or under into 4 equal parts.

(b) Vessels of which the tonnage deck is according to the above measurements above 50 feet long and not exceeding 180 feet, into 6 equal parts.

(2) *Depths*.—The depth of the midship area is to be taken from the underside of the tonnage deck to the upperside of the floor timber, placing the depth measuring rod parallel to the middle plane of the ship and also square to the keel by means of a square placed on the upperside of the keel on the keelson. The depths at the other areas to be taken in a similar manner, taking care where the keel or keelson curves upwards.

(3) *Breadths*.—The depths at any area being ascertained as above directed, and divided into required number of equal parts, the points of division at which the breadths are to be taken are to be marked on the rod, and the rod being fixed in its original position, the breadths of the areas are to be taken by extending a tape horizontally athwart through each point, from plank to plank to its average thickness between the respective point of measurements or from inside of frame timbers.

When a batten or spar ceiling is fitted of a greater thickness than three inches, then three inches is to be regarded as maximum for which allowance is to be made when measuring the horizontal breadths, but when the thickness is less than this, the actual thickness only is to be allowed.

(4) *Transverse Areas*.—The hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of the ship at each point of division of the length. The depth is measured at each point of division. In case of a break in the deck, the depth to be measured below or line stretched in continuation thereof. If the depth at the midship division of the length does not exceed 16 ft. divide each depth into 4 equal parts and measure the inside horizontal breadth as mentioned in (3), at the five points. Measure the inside horizontal breadths along the horizontal slide of the measuring rod (Part C), which is to be shifted to the points of divisions. Number these breadths from above, i.e., numbering the upper breadth one, and so on down to the fifth breadth, multiply the second and fourth by four, the third by two, add these products together and to the sum add the first breadth and the fifth. Multiply the quantity thus obtained by one third of the common interval of depth between the breadths, and the product shall be deemed the transverse area of the section.

(5) *Computation from areas*.—Having thus ascertained the Transverse area at each point of division of the length of the ship as required by the table, proceed to ascertain the gross tonnage, under the tonnage deck in the following manner:—

Number the areas respectively 1, 2, 3, etc., No. 1 being the extreme limit at bow and the last number at the extreme limit of the stern, then

multiply the second and every even number area by four and odd number area by two (except the first and the last) add these products together, and to the sum add the first and last if they have any value; multiply the quantity thus obtained by one-third of the common interval of the length between the areas, and the product will be the cubical contents of the space; divide this product by 100, and the quotient being the tonnage under the tonnage deck, shall be deemed to be the gross Tonnage of the vessel, subject to any additions or deduction under these Rules.

(6) If there be a break, a poop, or any other permanent closed-in space on the upper deck available for cargo or accommodation of passengers, the tonnage of that space shall be ascertained as follows:—

Measure the internal mean length of the space and divide it into two equal parts; measure at the middle of its height three inside breadths; namely one at each end and the other at the middle of the length, then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one third of the common interval between the breadths, the product will give the mean horizontal area of the space, then measure the mean height, and multiply by it the mean horizontal area; divide the product by one hundred and the quotient shall be deemed the tonnage of the space.

(7) *Measurement of machinery space.*—Measure the mean length, breadth and depth of the machinery space, multiply together these dimensions and divide the product by one hundred, and the result shall be deemed the tonnage of the machinery space.

B—For undecked vessels

The tonnage of undecked vessels shall be determined as in the case of a decked vessel, excepting the measurement of the length and depth. The length of the vessel is to be measured from the meeting of the upper strake to the stem and the stern. The depth shall be measured from the top edge of the uppermost strake at each division of length in accordance with the table laid down under para 1.

Method II;

When the hold is not clear—For both decked and open type of vessels—Multiply the length for tonnage measurement by the “breadth registered” and also “depth registered”. Divide the product by 100 and multiply the quotient by 0.7. The result so obtained will be the tonnage of the vessel. Calculations for other enclosed spaces for the purpose of arriving at the net tonnage will be the same as in the case of Method I.

SCHEDULE B

(see Rule 5)

(a) for first measurement for determining tonnage

| | Rs. |
|---|-------|
| (i) For vessels under 50 tons Gross | 20.00 |
| (ii) For vessels of 50 tons and over but under 100 tons gross | 30.00 |
| (iii) For vessels of 100 tons gross and over | 40.00 |

(b) For re-measurements:

Half of
the fee
prescri
at (a)
above

SCHEDULE 'C'
(See rule 6)

TONNAGE FORM

To be used for calculating the Sailing Vessel's Tonnage under the Merchant Shipping Act 1958—(44 of 1958)

| Name of Vessel | Name and Address of Owner | Date and place of Build | Official No. & port of registry or nationality | New or remeasured | Sail or mechanically propelled | Wood composite iron or steel | Type of bottom framing | Intended Service Passenger, Length Cargo Breadth Fishing Depth | Registered Dimensions* | | |
|------------------------|---------------------------|-------------------------|--|-------------------|--------------------------------|------------------------------|------------------------|---|------------------------|-------|-----------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 11 12 | | |
| Area 1 | Area 2 | Area 3 | Area 4 | Area 5 | Area 6 | Area 7 | | Cubic contents and underdeck tonnage | | | |
| Depths | | | | | | | | Length of Tonnage Deck | | | |
| Com. Int. bet. Bths | | | | | | | | Com. Int. bet. Areas | | | |
| No. of Bths | Multi-pliers | Bths | Pro-ducts | Bths | Pro-ducts | Bths | Pro-ducts | No. of area | Multi-plies | Areas | Pro-ducts |
| 1 | 1 | | | | | | | 1 | 1 | | |
| 2 | 4 | | | | | | | 2 | 4 | | |
| 3 | 2 | | | | | | | 3 | 2 | | |
| 4 | 4 | | | | | | | 4 | 4 | | |
| 5 | 1 | | | | | | | 5 | 1 | | |
| 1/3 Com. int. bet Bths | | | | | | | | 1/3 com. int. bet areas | | | |

All measurements to be in metres and fractions of a metre or in feet and decimals of a foot.

Break and Erections e.g., Poop etc.

(a) Mean Length (l) —

Breadths, $b_1 =$; $b_2 =$; $b_3 =$;

Mean depth (d) —

Horizontal area (a):—

$$\frac{1}{3} \frac{1}{2} (b_1 + 4b_2 + b_3)$$

$$\text{Tonnage} \pm \frac{a \times d}{100}$$

Machinery Spaces

Mean length (l) —

Mean breadth (b) —

Mean depth (d) —

Tonnage:— $l \times b \times d$

$$= \frac{\quad}{100}$$

Particulars of Tonnage

TONS

Under Deck

Forecastle

Bridge

Break

Poop

Cubic Metres

Gross Tonnage

Allowance for

Machinery

Space

and

Fittings

Allowance for

Crew Space

Deduction

under rule 4 (ii)

Register Tonnage

Where measured:—

Date of

Measurement:—

Signature of Registrar of Sailing Vessels/Surveyor

Checked by—

*N.B.—The measurements to be entered in columns —(10) to (12) :—

Col. (10).—Length registered, that is, the length from foreside of stem at extreme top to the afterside of the rudder or stern post ;

Col. (11).—Breadth registered, that is, the maximum breadth of the vessel measured horizontally thwart to the outside of hull planking but disregarding rubbing strakes or permanent fenders ;

Col. (12).—Depth registered, that is, depth as stated in clause (c) of rule 2 measured at half-length of length registered.

[No. 30ML(34) 60]

S. K. GHOSH,

Dy. Secy.

(Department of Transport)

MERCHANT SHIPPING

G.S.R. 1556—In exercise of the powers conferred by clauses (a), (d), (e), (f), (g), (m) and (o) of sub-section (2) of section 435 read with section 458 of the Merchant Shipping Act, 1958 (44 of 1958), and in supersession of all previous rules and orders on the subject the Central Government hereby makes the following rules, namely—

1 Short Title, Commencement and Application.—(1) These rules may be called the Merchant Shipping (Registration of Sailing Vessels) Rules 1960

(2) They shall come into force on the 1st January, 1961

(3) They shall apply to every sea-going sailing vessel owned by a citizen of India or a Company which satisfies the requirements specified in clause (b) of section 21 of the Act

2 Definitions—In these rules, unless the context otherwise requires

(a) "Act" means the Merchant Shipping Act 1958,

(b) "central register" means the register of sailing vessels maintained by the Director-General,

(c) "certificate" means a certificate of registry granted under these rules,

(d) "port of registry" in relation to a sailing vessel means a port where the sailing vessel is registered under these rules,

(e) "register" means the register of sailing vessel maintained by the Registrar at a port of registry,

(f) "registrar" means the registrar of Indian ships at a port and includes any officer or authority appointed by the Central Government to exercise the powers and discharge the functions of the registrar under these rules,

(g) "Schedule" means a Schedule to these rules,

(h) "SVR Form" means a form set out in Schedule I,

(i) "tonnage" means the tonnage of a sailing vessel as ascertained under the Merchant Shipping (Tonnage Measurement of Sailing Vessels) Rules, 1960,

(j) "vessel" means a sailing vessel

3 Application for Registry.—(1) Every application for the registry of a sailing vessel under section 417 of the Act shall be made in SVR Form I to the registrar of the port of registry nearest to the place where the owner resides or where the vessel is built or may be based

(2) Every such application shall be accompanied by—

(a) a declaration of ownership by the applicant in SVR Form II or III as the case may be,

(b) the documents of title to the vessel,

(c) the builder's certificate, provided that, in any case in which it is not reasonably practicable to produce the builder's certificate the registrar may dispense with the same

4 Name of Vessel.—(1) When applying for the registry the owner shall specify the name which he proposes to adopt for the vessel

(2) If the name proposed by the owner is the same as or similar to the name by which any other sailing vessel has been previously registered at that port of registry the registrar may require the owner to suggest some other name under which the vessel may be registered

(3) When the name suggested by the owner has been approved by the registrar the vessel shall be registered under that name

5 Official Number—(1) If the registrar is satisfied about the nationality of the applicant and his title to the vessel, the registrar shall assign to the vessel an official number from a consecutive series maintained at each port of registry preceded by 3 distinguishing letters indicating the port of registry in accordance with Schedule II

(2) The official number once assigned to a vessel shall not be changed except when the vessel is registered again at another port of registry nor shall the official number on cancellation of the registry of the vessel or otherwise be reassigned to another vessel

6. Certificate of registry.—(1) The registrar shall, after the tonnage of the vessel has been ascertained in accordance with the Merchant Shipping (Tonnage Measurement of Sailing Vessels) Rules, 1960, enter the particulars of the vessel in the register in SVR Form IV kept by him for the purpose and grant a certificate of registry.

(2) Every certificate of registry granted under sub-rule (1) shall be in SVR Form V.

(3) The certificate of registry shall, on demand by a registrar, any officer of the Customs or of the Mercantile Marine Department or a Regional Officer (sails), be produced by the owner or the tinald.

7. Painting of name and official number on vessel.—(1) The code letters indicating the port of registry, the name of the vessel by which it is registered and the official number assigned to it under rule 5 shall be painted in white oil colour against a black background on both quarters of the vessel near the stern.

(2) All letters and figures painted shall be of such size as the registrar may determine in each case but shall not be less than one decimeter in height and two centimetres in width.

(3) The letters and figures referred to in this rule shall also be painted in suitable size on the dinghies attached to the vessel.

8. Change of name.—(1) The name of a vessel under which it has been registered shall not, after such registry, be altered or changed except with the approval of the registrar.

(2) Every application for the change of name of a vessel shall be made to the registrar of the vessel's port of registry and shall specify the reasons for the proposed change. The registrar may, if he is satisfied that the change proposed is reasonable and necessary, approve the change.

(3) Where the name of the vessel which is mortgaged is sought to be changed, the consent of the mortgagee shall also be obtained for the proposed change.

(4) The new name which has been approved by the registrar shall be entered in the register and in the certificate of registry of that vessel.

9. Registry of alterations.—(1) An application for the registry of alterations to a vessel shall be made in SVR Form VI within one month of such alterations, to the registrar of the port where the vessel is registered.

(2) Where the alterations are not substantial, that is to say, do not materially affect the dimensions or the tonnage of the vessel or its carrying capacity, the registrar shall enter the alterations in the register and also in the certificate of registry of the vessel.

(3) Where the alterations materially affect the dimensions, the tonnage or the carrying capacity of the vessel, the registrar shall proceed to register the vessel anew.

10. Transfer of registry.—(1) If all the persons having an interest in a vessel, whether as owner or mortgagee, desire that the registry of the vessel should be transferred from one port to another, they may apply in SVR Form VII to the registrar of the port of registry for such transfer.

(2) The registrar shall, if he is satisfied that the proposed transfer is unobjectionable, transmit the particulars of the vessel and the encumbrances, if any, thereon, to the registrar of the intended port of registry.

(3) The registrar at the intended port of registry, after he is satisfied that the new official number with the code letters of the Port are duly marked on the vessel in accordance with the provisions of rule 7, shall issue a fresh certificate of registry and communicate to the registrar of the original port of registry the official number assigned to the vessel and the date of its registry.

11. Closing of Registry.—(1) Where the registry of a vessel is transferred under rule 10, the registrar of the original port of registry shall close the registry of the vessel in his register.

(2) Where the registry of a vessel at any port is closed under section 425 of the Act, or under sub-rule (1), the registrar of the port shall forthwith submit to the Director-General a statement of the particulars of the vessel whose registry is closed and the circumstances in which the registry is closed.

12. Transfer of Vessel or interest therein.—(1) The owner, or in the case of joint ownership all the owners, of a vessel desiring to transfer the vessel or any interest therein shall apply to the registrar of the port of registry for permission to do so.

(2) The registrar shall, after making such enquiry as he thinks necessary, forward the application together with his recommendation thereon to the Director-General for approval.

(3) If the proposed transfer is approved, and after the sale has been effected, the transferee shall present to the registrar of the port a declaration of ownership, the instrument of transfer and the existing certificate of registry of the vessel, and thereupon, the registrar shall enter the particulars of the transfer in his register and issue a fresh certificate of registry.

13. Mortgage of vessel.—(1) Every instrument of mortgage of a vessel or any interest therein shall be in SVR Form VIII or SVR Form IX, as the case may be.

(2) The registrar shall, after satisfying himself that the instrument is properly executed, record the same in his register with the date and hour of acceptance and shall also make an endorsement to that effect on the mortgage instrument.

(3) Where there are two or more mortgages on the same vessel, their respective priorities shall be indicated in the register in the appropriate column by the letters A, B, C, in alphabetical order.

(4) Where a vessel belonging to a company is mortgaged, the registrar shall not register the mortgage unless it has also been registered with the Registrar of Companies under section 134 of the Companies Act, 1956.

(5) When the mortgage debt is fully discharged, the registrar shall, after satisfying himself that the receipt endorsed on the mortgage instrument is in order and that it is properly witnessed and, where the mortgage is by a company, also that a memorandum of satisfaction has been entered in the register of charges under section 138 of the Companies Act, 1956, make an entry in the register relating to the discharge of the mortgage.

(6) No payment of any instalment of a mortgage debt shall be recorded in the register.

14. Transfer of Ownership by operation of law.—(1) Where the title to a vessel devolves on any person by operation of law, such person shall apply to the registrar specifying the circumstances in which he has acquired title to the vessel and also adducing evidence of such acquisition.

(2) If the registrar, after making such enquiry as he thinks fit, is satisfied about the claim of the applicant, he shall register the particulars of the change of ownership in his register and also endorse the particulars in the certificate of registry of the vessel.

15. Vessels owned by minors.—(1) Where a vessel is registered in the name of a person as the guardian of a minor, the ownership of the vessel shall remain with the minor, and on attainment of majority, he may apply to the registrar for altering the entries in the register relating to the vessel.

(2) The registrar shall then issue a fresh certificate in the name of the applicant.

(3) No fee shall be charged for issuing a certificate of registry under sub-rule (2).

16. Provisional Certificate of registry.—(1) Where an application for the registry or the registry anew of a vessel is pending before a registrar and the registrar is, having regard to the circumstances of the case, of opinion that the vessel should not be detained at the port till the issue of the certificate of registry, he may issue a provisional certificate of registry in SVR Form X.

(2) Every provisional certificate issued under sub-rule (1) shall specify the particulars of the vessel and of the owner and tinald thereof, or in the case of registry anew, the particulars as entered in the original certificate of registry.

(3) A provisional certificate shall be valid for such period not exceeding three months as may be specified therein

Provided that the Registrar may, if he is satisfied that, in the circumstances of the case, it is necessary to do so, extend the period of validity by a further period not exceeding two months.

(4) The provisional certificate shall, on the expiry of the period of its validity or at the time of the issue of a regular certificate of registry, whichever is earlier, be surrendered to the registrar.

17. Issue of duplicate copies of certificates.—(1) The registrar may, on application made by the owner in this behalf, issue a duplicate copy of a certificate of registry clearly marked "DUPLICATE" in red ink if he is satisfied that the original certificate has been destroyed, lost, mislaid, mutilated or defaced.

(2) Every application for a duplicate copy of a certificate of registry shall be accompanied by a declaration regarding the circumstances in which the original certificate was destroyed, lost, mislaid, mutilated or defaced.

(3) Where a duplicate copy of a certificate of registry has been obtained on the ground that the original has been lost or mislaid, and such original is subsequently found or received by the owner, he shall forthwith surrender the original certificate to the registrar who shall cancel the same.

(4) A duplicate copy of the certificate of registry shall not be granted on the ground that the original has been mutilated or defaced unless the mutilated or defaced certificate is surrendered to the registrar.

18. Central Register.—(1) The Director-General shall maintain a central register which shall contain all the entries recorded in the registers kept by the registrars.

(2) On completion of the registry of a vessel at a port, the registrar of the port shall immediately transmit to the Director-General a copy of the entries in his register relating to the vessel.

(3) The particulars of every other transaction subsequently recorded in the register shall also be reported forthwith to the Director-General.

19. Inspection of Register and supply of copies of entries.—(1) The register maintained by a registrar shall, on application made in this behalf and on payment of the prescribed fee, be open to inspection during office hours by any person.

(2) A certified copy of any entry in a register may be granted by the registrar to any person on application made in that behalf and on payment of the prescribed fee.

20. Declaration of ownership.—Every declaration of ownership under these rules shall be made before a registrar of sailing vessels, a Justice of the Peace, a Magistrate of the first class, a Mamlatdar or a Commissioner of Oaths.

21. Fees.—Fees shall be levied under these rules at the rates and for the purposes specified in Schedule III. The fees shall be paid to the registrar along with the application for recording the transaction.

22. Entry of particulars of existing vessels.—(1) The owner of every sailing vessel which was registered before the commencement of these rules shall within a period of three months of such commencement, produce before the registrar the relevant certificate of registry:

Provided that the Director-General may, for sufficient reasons, extend this period upto six months.

(2) The registrar shall enter in his register the particulars of the vessel and any outstanding mortgage of the vessel or any interest therein and shall also assign a new official number to the vessel.

(3) The official number assigned under sub-rule (2) shall be painted in the manner specified in rule 7 in the place of the number, if any, already painted thereon.

23. Penalties.—Whoever commits a breach of any of the provisions of these rules shall be punishable with fine which may extend to one thousand rupees, and if the breach is a continuing one, with further fine which may extend to fifty rupees for every day after the first during which the breach continues.

SCHEDULE I

SVR FORM I

APPLICATION FOR REGISTRY OF A SAILING VESSEL

[See rule 3(1)]

To

The Registrar of Sailing Vessels,
Port of _____

Sir,

I/We _____ of _____ being the owner/s of sailing vessel called the _____ hereby request that the said vessel be registered in my/our name/s, and a Certificate of Registry issued to me/us

2 The particulars in respect of the said vessel are as under —

- (i) Owner's name and address in full
- (ii) Occupation:
- (iii) Whence, when and how the vessel was secured;
- (iv) Place and year of build:
(with the builder's name and address if any).
- (v) Type of vessel; whether open/semi-decked/decked/
fitted with auxiliary engine:
- (vi) Description and type of engine with the name of the manufacturer, horse power and speed in fully loaded condition:
- (vii) Nature of employment:
- (viii) Port of Registry and Official No if registered previously.
- (ix) Whether the vessel has any previous mortgages, if so, the particulars thereof.

Place _____

Date _____

Signature or L.T.I of Owner.

SVR FORM II.

DECLARATION OF OWNERSHIP

(BY INDIVIDUALS/JOINT OWNERS/PARTNERSHIP FIRM)

[See rule 3(2)]

I/We, the undersigned, hereby declare that I/We am/are citizen(s) of India, residing permanently/having the principal place of business at _____, and that the sailing vessel called _____ the particulars of which are given below, was built at _____ in the year _____ and was purchased by me/us for the sum of Rs _____ /was materially altered and rebuilt by me/us/was inherited by me/us from _____ whose name appears in the Register as the owner of the said vessel and who died at _____ on the _____ and that I/We am/are the sole owner(s) of the said vessel and that no person or persons has or have any interest, either legal or beneficial, right, title, share of property therein or thereto. And I/We make this solemn declaration conscientiously believing the same to be true

PARTICULARS OF THE VESSEL

Official Number, date and port of registry _____ Registered Dimensions
Length _____ Breadth _____ Depth _____

Gross tonnage _____ Register tonnage _____

Cubic metres _____ Cubic metres _____

Signature(s)

Declared before me at _____ this _____ day of _____ 196

Signature and designation.

Seal of Office

SVR FORM III.

DECLARATION OF OWNERSHIP

(BY A COMPANY)

[See rule 3(2)]

I, the undersigned, permanently residing at _____ and being the duly authorised agent/duly constituted attorney of _____ Company Limited, hereby declare as follows:—

The said Company was registered under the Companies Act, 1956, on the _____ and has its principal place of business at _____ where all the important business is controlled and managed. The said Company satisfies the requirements of clause (b) of Section 21 of the Merchant Shipping Act, 1958, and is the sole owner of the sailing vessel called _____ the particulars of which are given below. The said vessel was built at _____ in the year _____ and/purchased by the said Company for the sum of Rs. _____/ was materially altered and rebuilt by the said Company.

To the best of my knowledge and belief, no person or persons has or have any interest, either legal or beneficial, right, title, share of property in the said vessel. And I make this solemn declaration conscientiously believing the same to be true.

PARTICULARS OF THE VESSEL

Official Number, date and port of registry _____ Registered Dimensions:
Length _____ Breadth _____ Depth _____
Gross Tonnage _____ Register Tonnage _____
Cubic Metres _____ Cubic Metres.

Declared before me at _____ this day of _____ 196—.

Signature For and on behalf of _____ Company Ltd.

Signature.

Designation.

Seal of office

SVR FORM IV

REGISTER OF SAILING VESSELS

[See rule 6(1)]

Official Number _____ Name of the Vessel _____
Date and Port of Registry _____.

PARTICULARS OF OWNER (S)

| Name(s) of Owner(s) | Permanent residence or principal place of business | Occupation | Share held by each |
|---------------------|--|------------|--------------------|
| _____ | _____ | _____ | _____ |

Description of the Vessel

- (a) Type, i.e. whether open, decked or semi-decked. } (f) No. of Masts _____
_____ } (g) No. of Bulkheads _____
(b) Build & Material _____ (h) No. of holds _____
(c) Hull—whether wooden or composite _____ (i) Rigged _____
(d) Place & Year of Build _____
(e) Name & Address of Builders _____

Dimensions and Particulars of Tonnage

Registered Dimensions (a) Length _____ (b) Breadth _____
(c) Depth _____

(a) Gross Tonnage _____ (b) Register Tonnage _____
Cubic metres Cubic metres

Particulars of Auxiliary Engine (s)

(a) Type, Make & Name of engine(s) _____ (b) Year of Make _____
(c) Name & Address of Manufacturers _____
(d) Number and Diameter of Cylinders _____ (e) Length of Stroke _____
(f) Brake Horse Power _____ (g) R.P.M. _____
(h) Speed :—(i) Fully loaded _____ (ii) Light condition _____

Particulars of Crew

(a) Deck Crew _____ (b) Engine Crew _____
(c) Fair season _____ (d) Foul season _____

Particulars of Mortgage, Sale and other transactions involving transmission of interest by way of death, bankruptcy, etc.

| Number of transaction | Name of person from whom title derived | Hour and date of registry of mortgage | Nature & date of transaction |
|-----------------------|--|---------------------------------------|------------------------------|
| (1) | (2) | (3) | (4) |
| | | | |

| Extent to which interest, share, etc. affected by such transaction | Name, address and occupation of transferee, mortgagee or other persons acquiring interest, title, etc. | Time & date of discharge of mortgage, etc. | Remarks |
|--|--|--|---------|
| (5) | (6) | (7) | (8) |
| | | | |

Registrar of Sailing Vessels.

SVR FORM V

CERTIFICATE OF REGISTRY
OF A SAILING VESSEL

[See rule 6(2)]

THIS IS TO CERTIFY that _____
of _____ has declared that _____
is/are the sole owner(s) of _____ called _____
and that the said _____ the identification particulars of which are appended
below, was built at _____ in the year _____.
The said _____ has been duly registered at the port of _____
under the M.S. Act, 1958 (44 of 1958).

CERTIFIED under my hand this the _____ day of _____ 19_____.

Particulars of Vessel

Official No. _____ Port of Registry. _____

Registered Dimensions

Length

Breadth

Depth

Gross Tonnage (Cubic metres)

Deductions on account of engine room space

Register tonnage (Cubic metres)

Registrar of Sailing Vessels.

Port of _____.

Foot note : (i) This certificate must be produced for inspection on demand by any authorised person.

(ii) While the certificate is in force, the vessel's name and other markings must not be removed or defaced.

(iii) Should the vessel be lost, broken up or rendered unfit for service, this certificate should be surrendered to the Registrar at the vessel's port of registry.

SVR FORM VI.

APPLICATION FOR REGISTRY OF ALTERATIONS

[See rule 9(1)]

To

The Registrar of Sailing Vessels
Port of _____.

Sir,

I/We, the undersigned _____ being the owners of the sailing vessel called _____ Official Number _____ hereby report that the following alterations have been carried out to the vessel on _____ 196—. I/We therefore request that these alterations may kindly be registered and a fresh Certificate of Registry issued on payment of the prescribed fees.

The vessel's existing Certificate of Registry is returned herewith.

Signature of Owner(s)

SVR FORM VII.

APPLICATION FOR TRANSFER OF PORT OF REGISTRY

[See rule 10(1)]

To

The Registrar of Sailing Vessels,
Port of _____.

Sir,

I/We _____ being the owners of Sailing Vessel called _____ Official No. _____ registered at your port hereby request that the registry of the said vessel may be transferred to the port of _____ for the following reasons:—

2. The said vessel has been mortgaged in favour of _____ as will be verified from the Register maintained by you and the mortgagees have no objection to the proposed transfer. In this connection, his/their letter, dated the _____ agreeing to the transfer of the port of registry to _____ is enclosed in original for your record.

Yours faithfully,

SVR FORM VIII

INSTRUMENT OF MORTGAGE

(TO BE EXECUTED BY INDIVIDUALS/JOINT OWNERS/PARTNERSHIP FIRMS)

[See rule 13(1)]

I/We, the undersigned _____ in consideration of the sum of Rupees _____ this day lent to me/us by _____ residing permanently/having my/our principal place of business at _____, do hereby for myself/ourselves and my/our heirs, executors or administrators covenant with the said _____ firstly that I/We and /or my/our heirs, executors or administrators will pay to the said _____ the said sum of Rupees _____ together with interest thereon at the rate of _____ per cent per annum on the _____ day of _____ 196—; and secondly that if the said principal sum is not paid on the said day I/We or my/our heirs, executors, or administrators, will, during such time as the same or any part thereof remains unpaid, pay to the said _____ interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of _____ per cent per annum by equal half yearly payments on the _____ day of _____ and _____ day of _____ in every year; and that for better securing to the said _____ the payment in manner aforesaid of the said principal sum and interest I/We hereby mortgage to the said _____ the sailing vessel called _____ Official Number _____ Port of Registry _____ together with all her boats, appurtenances, etc. Lastly, I/We for myself/ourselves and my/our heirs, executors or administrators covenant with the said _____ and his/their assigns that I/We have power to mortgage the said vessel in the manner aforesaid and the same is free from encumbrances save as appear by the register of the said vessel.

Signed by the abovenamed in my presence

Signature(s)

Signature _____

Designation _____

Seal of Office _____

Received the sum of Rupees _____ in discharge of the within written security dated _____ this _____ day of _____ 196—.

Signed in my presence.

Signature(s) of Mortgagee(s).

Signature _____

Designation _____

Seal of Office _____

SVR FORM IX

INSTRUMENT OF MORTGAGE

(TO BE EXECUTED BY A COMPANY)

[See rule 13(1)]

We, the _____ Company, Limited, having our principal place of business at _____ in consideration of the sum of Rupees _____ this day lent to us by _____ residing permanently/having our principal place of business at _____ do hereby for ourselves and our successors covenant with the said _____ and his/their/its assigns firstly that we/our successors will pay to the said _____ or its/their assigns the said sum of Rupees _____ together with interest thereon at the rate of _____ per cent. per annum on the day of _____ 196—; secondly that if the said principal sum is not paid on the said day, we or our successors will, during such time as the same or any part thereof remains unpaid pay to the said _____, interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of _____ per cent. per annum by equal half yearly payments on the _____ day of _____ and _____ day of _____ in every year; and that for better securing to the said _____ the payment in the manner aforesaid of the said principal sum and interest, we hereby mortgage to the said _____ the sailing vessel called _____ Official Number _____ Port of Registry _____ together with all her boats and other appurtenances, etc. Lastly, we for ourselves and our successors covenant with the said _____ and their/its assigns that we have power to mortgage the said vessel together with all her boats and appurtenances, etc. and that the same is free from encumbrances save as appear by the register of the said vessel.

In witness whereof we have subscribed our name(s) and common seal this _____ day of _____ One Thousand Nine Hundred and Sixty _____.

Signed by the above-named in my presence.

Signature(s)

For and on behalf of _____ Company Limited.

Signature _____

Designation _____

Seal of Office _____

Company's Seal.

Received the sum of Rupees _____ in discharge of the within-mentioned security. Dated this _____ day of _____ 196—.

Signed in my presence.

Signature(s) of Mortgagee(s).

Signature _____

Designation _____

Seal of Office _____

SVR FORM X

PROVISIONAL CERTIFICATE OF REGISTRY

[See rule 16(1)]

This is to certify that sailing vessel _____ Official No. _____ of _____ Tons _____ belonging to _____ is hereby permitted to ply pending issue of Certificate of Registry.

This Provisional Certificate shall remain in force for a period of three months or until the vessel is granted a Certificate of Registry whichever is earlier.

Port of _____

Date _____

Registrar of Sailing Vessels.

SCHEDULE II.
[See rule 5(1)]

| Name of port | Code letters |
|----------------------------|--------------|
| 1. MANDVI | MNV |
| 2. KANDLA | KDL |
| 3. NAVLAKHI | NVL |
| 4. BEDI | BDI |
| 5. OKHA | OKA |
| 6. PORBUNDER | PBR |
| 7. VERAVAL | VRL |
| 8. BHAVNAGAR | BHN |
| 9. BROACH | BRH |
| 10. BULSAR | BLS |
| 11. UMBERGAON | UMR |
| 12. THANA | THN |
| 13. BOMBAY | BOM |
| 14. URAN | URN |
| 15. REVDANDA | RVD |
| 16. BANKOT | BKT |
| 17. DABHOL | DBL |
| 18. RATNAGIRI | RTN |
| 19. JAITAPUR | JTP |
| 20. MALWAN | MLN |
| 21. KARWAR | KWR |
| 22. HONAVAR | HNR |
| 23. COONDAPUR | CDR |
| 24. MANGALORE | MNG |
| 25. KOZHIKODE | KZK |
| 26. COCHIN | CHN |
| 27. TUTICORIN | TTN |
| 28. PAMBAN | PBN |
| 29. NAGAPATTINAM | NGM |
| 30. CUDDALORE | CLR |
| 31. MASULIPATNAM | MST |
| 32. KAKINADA | KKD |

SCHEDULE III
(See rule 21)

| (1). For initial registry. | Rs. |
|--|---|
| Vessels up to 7 tons gross | 1.00 |
| Vessels exceeding 7 tons gross but not exceeding 25 tons gross | 7.00 |
| Vessels exceeding 25 tons gross but not exceeding 50 tons gross | 10.00 |
| Vessels exceeding 50 tons gross but not exceeding 75 tons gross | 15.00 |
| Vessels exceeding 75 tons gross but not exceeding 100 tons gross | 20.00 |
| Vessels over 100 tons gross | Rs. 20 for first 100 tons plus 10 naya paise for each ton exceeding first 100 tons. |
| (2) For registry of alterations | 5.00 |
| (3) For transfer of registry | 10.00 |
| (4) For registry of transfer of ownership or interest | 10.00 |
| (5) For registry of mortgage | 10.00 |
| (6) For change of name of vessel | 5.00 |
| (7) For Provisional certificate of registry of extension thereof | 1.00 |
| (8) For inspection of entries in the register book and/or supply of certified copies of the entries and other documents relating to registry | 5.00 |
| (9) For Duplicate copy of certificate of registry | 5.00 |

[No. 30 ML(10)/60]

G.S.R. 1557.—In exercise of the powers conferred by section 457 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following rules, namely:—

1. Short Title, Application and Commencement.—(1) These rules may be called the Merchant Shipping (Continuous Discharge Certificates) Rules, 1960.

(2) They shall apply to seamen engaged on ships other than home trade ships of less than 200 tons gross.

(3) They shall come into force on the 1st January, 1961.

2. Definitions.—In these rules—

(a) "Act" means the Merchant Shipping Act, 1958 (44 of 1958);

(b) "C.D.C." means a continuous discharge certificate, also called continuous certificate of discharge;

(c) "Form" means a form appended to these rules;

(d) "Shipping Master" means a shipping master of a port appointed under sub-section (1) of section 11 of the Act and includes the officer in charge of the office at any other port where the business of shipping office is conducted.

3. Application for C.D.C.—(1) Any person desiring to be employed as a seaman from a port in India at which a shipping office has been established or a port where the business of shipping office is conducted may apply to the shipping master of the port for the issue of a C.D.C.

(2) Every such application shall contain a declaration that a C.D.C. has not previously been issued to the applicant and shall also be accompanied by two copies of the applicant's photograph and such amount being the cost of the form as may be fixed by the Director General:

Provided that the amount shall be refunded to the applicant if a form is not issued to him under rule 4.

4. Issue of C.D.C.—(1) The Shipping Master in cases where he decides to issue a C.D.C. shall, after the descriptive particulars of the applicant have been entered in and the photograph affixed to the C.D.C., affix his signature and official seal on the photograph and issue the same to the applicant.

(2) A C.D.C. issued under these rules shall be in Form 1 and shall be serially numbered. It shall also bear the name of the port of issue and the distinguishing code letters of the port as specified in the Annexure to these rules.

5. Register of C.D.Cs.—(1) The Shipping Master shall maintain a register of C.D.Cs issued to seamen from his port in Form 2, which shall contain all the particulars recorded in the C.D.C.

(2) All subsequent entries in the C.D.Cs. issued from the port shall also be recorded in the register.

6. Entry on Discharge.—(1) At the time of discharge, the seaman shall, if he so desires, be granted by the Master of the ship on which he has been serving an entry in the C.D.C. specifying the particulars referred to in sub-section (2) of section 120 of the Act.

(2) The entries made in the C.D.C. shall be attested by the Shipping Master of the port of discharge, and thereafter the C.D.C. shall be returned to the seaman concerned.

7. Period of validity.—A C.D.C. granted under these rules shall be valid till it is withdrawn, cancelled or suspended under these rules.

8. Report of desertion, etc.—For the purposes of section 192 of the Act, the proper officer shall be the Shipping Master.

9. Cancellation or suspension of a C.D.C.—(1) Where on a report received by him the Director-General is satisfied that a seaman has deserted his ship in the circumstances specified in section 192, or that he has been convicted of an offence of the nature referred to in section 195(2), the Director-General may direct the Shipping Master who issued the C.D.C. to withhold or suspend it for a specified period or cancel it.

(2) Where a C.D.C. is withheld, suspended or cancelled under sub-rule (1), the Shipping Master shall intimate the fact to the seaman concerned to his last known address and the Shipping Master of other ports in India and shall also endorse the fact in the original C.D.C. if and when available.

10. **Register of C.D.Cs. cancelled, etc.**—The Shipping Master shall maintain a register of C.D.Cs. which have been withheld, cancelled or suspended under rule 9.

11. **C.D.C. not to be issued in certain cases.**—No C.D.C. shall be issued to a seaman under these rules to whom a C.D.C. has previously been issued from any port.

12. **Duplicate C.D.C.**—(1) Where a C.D.C. issued under these rules is mislaid, lost, destroyed, defaced or mutilated, the seaman concerned may apply to the Shipping Master of the port concerned to issue a duplicate copy of the C.D.C. with all the entries of previous voyages or a summary of them recorded therein.

(2) A duplicate copy of the C.D.C. shall be issued on payment of a sum of Rs. 2.00.

13. **Return of C.D.Cs.**—Every Shipping Master shall, at the beginning of each quarter, furnish to the Director General a return in form 3 of the number of C.D.Cs. issued to seamen from his port during the previous quarter.

14. **Certificates of Discharge.**—(1) A seaman may apply to the Shipping Master of a port for the issue to him of a certificate of discharge applicable for any specified voyage instead of a C.D.C.

(2) The certificate of discharge referred to in sub-rule (1) shall be in form 4.

(3) The provisions of rules 8 and 9 shall apply to certificates of discharge issued under this rule.

Port 127



Form 1

[See rule 4(2)]

CONTINUOUS DISCHARGE CERTIFICATE

Issued under Merchant Shipping (Continuous Discharge Certificate) Rules 196 .

Photograph & Official Stamp

NOTE.—The above photo should be authenticated by impressing the Shipping Office Stamp and the Signature of the Shipping Master partly on the photo and partly on the book.

Name of the Seaman

Code No. of the Port and
Registered No. of the
Discharge Book

Notice to Seamen

(1) Seamen are informed that this continuous discharge certificate should be produced and handed to the Shipping Master, or Consul when signing Articles of Agreement, so that the engagement column may be filled in and the certificate given into the safe keeping of the Master of the ship.

(2) Should the seaman desert or fail to join, his book will be deposited by the Master with the Shipping Master, or Consul at the port where he left the ship, who will forward it to the Shipping Master of the port of engagement.

(3) Should this certificate become defaced or torn or filled up or should it get lost the Shipping Master will, on application, arrange for the issue of a duplicate on payment of Re. 1/-.

(4) Seamen are warned not to correct, alter or in any way tamper with the entries on this certificate as they are liable to be prosecuted if they do so.

NOTE.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Shipping Master, or the nearest Mercantile Marine Office, or be transmitted to the Directorate General of Shipping, Bombay.

13 | *

Foreign -Going

Home Trade

DISCHARGE CERTIFICATE

| Place of Birth and Nationality | Religion | Certificate of competence, if any | |
|--------------------------------|----------|-----------------------------------|--------|
| | | Grade | Number |
| | | | |
| | | | |
| | | | |

Tattoo or other Distinguishing Marks

Issued at the Port of

Dated.....

Signature of
Seaman or left
hand thumb
Impression

Shipping Master.

*Strike out as necessary.

-
- (1) Medical Roster No. & Port
- (2) Pre-Sea Training Certificate No. and place of
issue
- (3) Seamen's Employment Office Registration No.,
Port & Date
- (4) Certificate of Efficiency as a Life-boatman
- (5) No. of Certificate of Competency in cooking

SUMMARY OF FORMER CERTIFICATE OF SERVICE

| Character | V. Good | Good | Declined to report | Endorsement Not required | No. of Voyages |
|-------------------|---------|------|-----------------------|-----------------------------|-------------------|
| Ability | | | | | |
| Conduct | | | | | |

VOYAGES NOT COMPLETED

| Steamers | No. of Voyages | RATING | No. of Voyages |
|----------|-------------------|--------|-------------------|
|----------|-------------------|--------|-------------------|

CONTINUOUS

| No. | *Name of ship and official number, and tonnage† | Date & place of | | *Rating |
|-----|---|------------------|----------------|---------|
| | | Engage- ment* | Dis- charge | |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |

*These columns are to be filled in at time of engagement.

DISCHARGE CERTIFICATE

| Description of voyage | Copy of Report of Character | | Signature of Master and of Shipping Master/Consular Officer with official stamp |
|-----------------------|-----------------------------|---------------------|---|
| | For ability | For general conduct | |
| 1 | | | (1) (2) |
| 2 | | | (1) (2) |
| 3 | | | (1) (2) |
| 4 | | | (1) (2) |
| 5 | | | (1) (2) |
| 6 | | | (1) (2) |
| 7 | | | (1) (2) |
| 8 | | | (1) (2) |
| 9 | | | (1) (2) |
| 10 | | | (1) (2) |
| 11 | | | (1) (2) |
| 12 | | | (1) (2) |

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of Ship.

CONTINUOUS

| No. | *Name of ship and official number, and tonnage† | Date and place of | | *Rating |
|-----|---|-------------------|----------------|---------|
| | | Engage- ment* | Dis- charge | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |
| 17 | | | | |
| 18 | | | | |
| 19 | | | | |
| 20 | | | | |
| 21 | | | | |
| 22 | | | | |
| 23 | | | | |
| 24 | | | | |

*These columns are to be filled in at time of engagement.

DISCHARGE CERTIFICATE

| Description of voyage | Copy of Report of Character | | Signature of Master and of Shipping Master/Consular Officer with official stamp |
|-----------------------|-----------------------------|------------------------|---|
| | For ability | For general conduct | |
| 23 | | | (1) (2) |
| 24 | | | (1) (2) |
| 25 | | | (1) (2) |
| 26 | | | (1) (2) |
| 27 | | | (1) (2) |
| 28 | | | (1) (2) |
| 29 | | | (1) (2) |
| 30 | | | (1) (2) |
| 31 | | | (1) (2) |
| 32 | | | (1) (2) |
| 33 | | | (1) (2) |
| 34 | | | (1) (2) |

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of Ship.

CONTINUOUS

| No. | *Name of ship and official number, and tonnage† | Date and place of | | *Rating |
|-----|---|-------------------|----------------|---------|
| | | Engage- ment* | Dis- charge | |
| 25 | | | | |
| 26 | | | | |
| 27 | | | | |
| 28 | | | | |
| 29 | | | | |
| 30 | | | | |
| 31 | | | | |
| 32 | | | | |
| 33 | | | | |
| 34 | | | | |
| 35 | | | | |
| 36 | | | | |

*These columns are to be filled in at time of engagement.

DISCHARGE CERTIFICATE

| Description of voyage | Copy of Report of Character | | Signature of Master and of Shipping Master/Consular Officer with official stamp |
|-----------------------|-----------------------------|------------------------|---|
| | For ability | For general conduct | |
| 25 | | | (1) (2) |
| 26 | | | (1) (2) |
| 27 | | | (1) (2) |
| 28 | | | (1) (2) |
| 29 | | | (1) (2) |
| 30 | | | (1) (2) |
| 31 | | | (1) (2) |
| 32 | | | (1) (2) |
| 33 | | | (1) (2) |
| 34 | | | (1) (2) |
| 35 | | | (1) (2) |
| 36 | | | (1) (2) |

† In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of Ship.

CONTINUOUS

| No. | *Name of ship and official number, and tonnage† | Date and place of | | *Rating |
|-----|---|-------------------|----------------|---------|
| | | Engage- ment* | Dis- charge | |
| 37 | | | | |
| 38 | | | | |
| 39 | | | | |
| 40 | | | | |
| 41 | | | | |
| 42 | | | | |
| 43 | | | | |
| 44 | | | | |
| 45 | | | | |
| 46 | | | | |
| 47 | | | | |
| 48 | | | | |

* These columns are to be filled in at time of engagement.

DISCHARGE CERTIFICATE

| Description of voyage | Copy of Report of Character | | Signature of Master and of Shipping Master/Consular Officer with official stamp |
|-----------------------|-----------------------------|---------------------|---|
| | For ability | For general conduct | |
| 37 | | | (1) _____ (2) _____ |
| 38 | | | (1) _____ (2) _____ |
| 39 | | | (1) _____ (2) _____ |
| 40 | | | (1) _____ (2) _____ |
| 41 | | | (1) _____ (2) _____ |
| 42 | | | (1) _____ (2) _____ |
| 43 | | | (1) _____ (2) _____ |
| 44 | | | (1) _____ (2) _____ |
| 45 | | | (1) _____ (2) _____ |
| 46 | | | (1) _____ (2) _____ |
| 47 | | | (1) _____ (2) _____ |
| 48 | | | (1) _____ (2) _____ |

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of Ship.

CONTINUOUS

| No. | *Name of ship and official number, and tonnage† | Date and place of | | *Rating |
|-----|---|-------------------|----------------|---------|
| | | Engage- ment* | Dis- charge | |
| 49 | | | | |
| 50 | | | | |
| 51 | | | | |
| 52 | | | | |
| 53 | | | | |
| 54 | | | | |

*These columns are to be filled in at time of engagement.

DISCHARGE CERTIFICATE

| Description of voyage | Copy of Report of Character | | Signature of Master and of Shipping Master/Consular Officer with official stamp |
|-----------------------|-----------------------------|---------------------|---|
| | For ability | For general conduct | |
| 49 | | | (1) (2) |
| 50 | | | (1) (2) |
| 51 | | | (1) (2) |
| 52 | | | (1) (2) |
| 53 | | | (1) (2) |
| 54 | | | (1) (2) |

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of Ship.

HOME ADDRESS OF SEAMAN
(To be entered by the Seaman)

NEXT OF KIN OF SEAMAN WITH ADDRESS

Name &
Relationship.....

Address



Government of India
Issued by the

REGISTER OF CONTINUOUS DISCHARGE CERTIFICATE

Form 2
(see rule 5)

REGISTERED No. OF THE DISCHARGE BOOK.....

DATE OF ISSUE OF CERTIFICATE

- (1) Medical Roster No. & Port
- (2) Pre-Sea Training Certificate
No. and place of issue
- (3) Seamen's Employment Office
Registration No. Port & Date
- (4) Certificate of Efficiency as a
Life-boatman
- (5) No. of Certificate of Competency in Cooking

SEAMAN'S PHOTO-
GRAPH.

*

| Name of the seaman in full..... | | Date of Birth..... | | Place of Birth and Nationality..... | | Race or Religion..... | | Certificate of Competency, if any | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------|--------------------|--------------------|-------------------------------------|----------------|---|--|-----------------------------------|--|-----------|---------|------|--------------------|--------------------------|----------------|---------|--|--|--|--|--|---------|--|--|--|--|--|----------|----------------|--------|----------------|--|--|--|--|
| * Name of seaman's father..... | | Village..... | | Thana..... | | Grade | | Number | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | P. O. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | District..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Height | | Colour of | | Complexion..... | | Tattoo or other Distinguishing marks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feet | Inches | Eyes | Hair | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Record of any award or commendation received by the seaman. (The entry should be signed by the SHIPPING MASTER, dated and stamped.)</p> <p>SUMMARY OF FORMER CERTIFICATE OF SERVICE.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>CHARACTER</th> <th>V. good</th> <th>Good</th> <th>Declined to report</th> <th>Endorsement not required</th> <th>No. of Voyages</th> </tr> </thead> <tbody> <tr> <td>ABILITY</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONDUCT</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>VOYAGES NOT COMPLETED.....</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STEAMERS</th> <th>No. of Voyages</th> <th>RATING</th> <th>No. of Voyages</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | CHARACTER | V. good | Good | Declined to report | Endorsement not required | No. of Voyages | ABILITY | | | | | | CONDUCT | | | | | | STEAMERS | No. of Voyages | RATING | No. of Voyages | | | | |
| CHARACTER | V. good | Good | Declined to report | Endorsement not required | No. of Voyages | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABILITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDUCT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STEAMERS | No. of Voyages | RATING | No. of Voyages | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Issued on—</p> | | | | | | <p>Signature of seaman or left hand thumb impression.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>SHIPPING MASTER</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Thumb Impression of holder

Left

* Note.—Stop orders should be written in red ink to arrest attention. Stop orders and other orders are to be cancelled as soon as they cease to operate. All entries, additions and alterations in this register must be initialled by the SHIPPING MASTER, and they will not, otherwise be recognised. Clerks are warned that they are liable to be prosecuted if they tamper with this register.

| No. | *Name of Ship and Official number and tonnage† | Date and place of | | *Rating | Description of voyage | Copy of Report of Character | | Name of Master | Shipping Master's Initial |
|-----|--|-------------------|-----------|---------|-----------------------|-----------------------------|---------------------|----------------|---------------------------|
| | | Engagement* | Discharge | | | For ability | For general conduct | | |
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | | | | | | | | | |
| 17 | | | | | | | | | |

*These columns are to be filled in at time of engagement.

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of ship.

| | | | | | | | | | |
|----|--|--|--|--|--|--|--|--|--|
| 37 | | | | | | | | | |
| 38 | | | | | | | | | |
| 39 | | | | | | | | | |
| 40 | | | | | | | | | |
| 41 | | | | | | | | | |
| 42 | | | | | | | | | |
| 43 | | | | | | | | | |
| 44 | | | | | | | | | |
| 45 | | | | | | | | | |
| 46 | | | | | | | | | |
| 47 | | | | | | | | | |
| 48 | | | | | | | | | |
| 49 | | | | | | | | | |
| 50 | | | | | | | | | |
| 51 | | | | | | | | | |
| 52 | | | | | | | | | |
| 53 | | | | | | | | | |
| 54 | | | | | | | | | |
| 55 | | | | | | | | | |
| 56 | | | | | | | | | |

*These columns are to be filled in at time of engagement.

† In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of ship.

| No. | *Name of Ship and Official number and tonnage† | Date and place of | | *Rating | Description of voyage | Copy of Report of Character | | Name of Master | Shipping Masters, initial |
|-----|--|-------------------|-----------|---------|-----------------------|-----------------------------|---------------------|----------------|---------------------------|
| | | Engagement* | Discharge | | | For ability | For general conduct | | |
| 57 | | | | | | | | | |
| 58 | | | | | | | | | |
| 59 | | | | | | | | | |
| 60 | | | | | | | | | |

*These columns are to be filled in at time of engagement. .

†In Engineers' Books insert Horse Power. In Radio Officers' Books insert gross tonnage and wireless classification of ship.

FORM 3

(See rule 13)

Return in respect of Continuous Discharge Certificates issued to seamen during
the quarter ending.....at the port of.....

| No. of Continuous Discharge Certificates issued | | | |
|---|-------------|--------|-------|
| Deck | Engine room | Saloon | Total |
| Foreign-going | | | |
| Home Trade | | | |

No. of duplicate Continuous Discharge Certificates issued.....

SHIPPING MASTER.

To
The Director General of Shipping,
BOMBAY.

No.

CERTIFICATE OF DISCHARGE

FORM 4
(See rule 4)

(Section 119 of the Merchant Shipping Act, 1958)

Name of ship

Prescribed by the
Government of India

Seaman discharged from

Official Number

Port of Registry

| Name and Official Number of Ship | Port of Registry | Tonnage | Description of Voyage or Employment |
|----------------------------------|------------------|---------|-------------------------------------|
| | | | |

Name of Seaman

| Name of Seaman | Place of Birth | Date of Birth | Capacity | Date of Engagement | Date of Discharge | Place of Discharge |
|----------------|----------------|---------------|----------|--------------------|-------------------|--------------------|
| | | | | | | |

Date of Issue

Signature of Shipping
Master.

| Height and Identification mark | Date of sailing from Home Port | Date of arrival at Home Port |
|--------------------------------|--------------------------------|------------------------------|
| | | |

I CERTIFY that the above particulars are correct, and that the above-named Seaman was discharged accordingly.

Dated this

day of
Seaman.

19 .
Master.

ANNEXURES

(See rule 4)

Name of ports and their code letters for purposes of issue of Continuous Discharge Certificate.

| Name of Port | Code letters |
|----------------|--------------|
| Bombay | BY |
| Calcutta | CL |
| Cochin | CN |
| Cuddalore | CU |
| Kandla | KL |
| Kozhikode | KE |
| Madras | MS |
| Mangalore | MA |
| Masulipatnam | MM |
| Nagapattinam | NM |
| Tuticorin | TU |
| Vishakhapatnam | VM |

No. 30-M. L.(31)[60]

S. K. GHOSH, Dy Secy.

(Department of Transport)
(Roads Wing)

New Delhi, the 20th December 1960

G.S.R. 1558.—In exercise of the powers conferred by the proviso to Article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment to the Central Engineering Service (Roads) of the Ministry of Transport and Communications, Department of Transport (Roads Wing), Class I, namely:—

RULES

1. For the purpose of these Rules—

- (a) "Government" means the Government of India.
- (b) "The Commission" means the Union Public Service Commission.
- (c) "The Service" means the Central Engineering Service (Roads) of the Ministry of Transport and Communications, Department of Transport (Roads Wing), Class I, particulars in respect of which are given in Appendix IV.

2. A competitive examination for admission to the Services shall be held in India at such times and places as may be prescribed in the Notice issued by the Commission. Every such Notice will, when possible, announce the number of vacancies to be filled on the result of the examination.

3. If the examination held under this part of these Rules is a combined examination for the purpose of making appointments to more than one Service or Department the following provisions shall apply:—

- (a) Any person may apply to be admitted as a candidate for appointment in all or any of these Services or Departments for which he is eligible if he wishes to compete for appointment in more than one Service or Department, he shall state in his application form which Service or Departments he wishes to compete for and the order of his preference for them, and in such case only one application form will be necessary and one payment of the fees referred to in rule 112 (and Appendix III) will be sufficient.
- (b) Government shall assign successful candidates to each Service or Department on a consideration of all circumstances including any personal preference expressed by the candidate.

4. A candidate must apply to be admitted to the examination before such date, in such manner, and in such form as the Commission may prescribe.

5. A candidate must be either.

- (a) a citizen of India, or
- (b) a subject of Sikkim, or
- (c) a person of Indian origin who has migrated from Pakistan with the intention of permanently settling in India, or
- (d) a subject of Nepal or of a Portuguese or former French possession in India.

Note 1.—The appointment of candidates in categories (c) and (d) above will be subject to the issue of certificates of eligibility in their favour by the Government of India. The certificate of eligibility in respect of candidates belonging to category (c) will be valid only for a period of one year from the date of his appointment beyond which he would be retained in service only if he has become a citizen of India. Certificates of eligibility will not, however, be necessary in the case of candidates belonging to any one of the following categories:—

- (1) Persons who migrated to India from Pakistan before the 19th July, 1948 and have ordinarily been residing in India since then.
- (2) Persons who migrated to India from Pakistan after the 18th July, 1948, and have got themselves registered as citizens under Article 6 of the Constitution.
- (3) Non-citizens of categories (c) and (d) above who entered service under the Government of India before the commencement of the Constitution, viz., 26th January, 1950 and who have continued in such service since then. Any such persons who re-entered or may re-enter such service with break after the 26th January, 1950, will however, require certificate of eligibility in the usual way.

Note 2.—A candidate in whose case a certificate of eligibility is necessary may be admitted to the examination and he may also be provisionally appointed subject to the necessary certificate being eventually issued in his favour by Government.

6. (a) No male candidate who has more than one wife living shall be eligible for appointment to any of the services appointments to which are made on the results of this competitive examination unless the Government of India after being satisfied that there are special grounds for doing so, exempt any male candidate from the operation of this rule.

(b) No female candidate who has married a person having already a wife living shall be eligible for appointment to any of the services appointments to which are made on the results of this competitive examination unless the Government of India, after being satisfied that there are special grounds for doing so, exempt any female candidate from the operation of this rule.

7. (a) On the date prescribed by the Commission in their Notice of the Examination issued under Rule 2, a candidate must have attained the age of 20 and must not have attained the age of 25.

Departmental candidates must obtain previous permission of the Head of the Department to appear for the examination.

Note.—The upper age-limits prescribed above will be relaxable:—

- (i) Upto a maximum of 5 years if a candidate belongs to a Scheduled Caste or a Scheduled Tribe.
- (ii) Upto a maximum of 3 years if a candidate is a *bona fide* displaced person from Pakistan.
This concession will not, however, be admissible to a candidate who has already appeared at five previous examinations.
- (iii) Upto a maximum of 8 years if a candidate belongs to a Scheduled Caste or a Scheduled Tribe and is also a *bona fide* displaced person from Pakistan.

This concession will not, however, be admissible to a candidate who has already appeared at ten previous examinations.

- (iv) Upto a maximum of 3 years if a candidate is a resident of the former French Settlements which have now become part of India and has been receiving his education through the medium of French.
- (v) Upto a maximum of 4 years if a candidate belongs to the Andaman and Nicobar Islands.

SAVE AS PROVIDED ABOVE THE AGE LIMITS PRESCRIBED CAN IN NO CASE BE RELAXED.

8. A candidate must have—

- (a) obtained a degree in Engineering from a University incorporated by an Act of the Central or of a State Legislature in India; or
- (b) passed Sections A and B of the Associate Membership Examination of the Institution of Engineers (India) or have any other educational qualifications excepting, a B.E., degree (Tele-communication) awarded by Indian Universities recognised by that institution as exempting from passing these sections; or
- (c) obtained an engineering degree of one of the Universities mentioned in Appendix I under the conditions prescribed in that Appendix; or
- (d) passed the Honours Diploma examination in Civil, Mechanical or Electrical Engineering of the Loughborough College Leicestershire, provided the candidate has passed the common preliminary examination or has been exempted therefrom.

NOTE I.—In exceptional cases the Commission may treat as a qualified candidate, a candidate who though he has not all or any of the qualifications prescribed in this rule, has passed examinations conducted by other institutions of a standard which in the opinion of the Commission justifies his admission to the examination.

NOTE II.—Candidates who have appeared at an examination the passing of which would render them eligible to appear at this examination but have not been informed of the result, may apply for admission to the examination. Candidates who intend to appear at such qualifying examination may also apply, provided that the qualifying examination is completed before the commencement of this examination. Their applications will be accepted provisionally and they will be required to furnish proof of having passed the examination as soon as possible and in any case not later than two months after the commencement of this examination.

9. No candidate shall be admitted to the Examination unless he holds a certificate of admission from the Commission.

The decision of the Commission as to the eligibility or otherwise of a candidate for admission to the examination shall be final.

10. A candidate found guilty of impersonation or of submitting fabricated documents or documents which have been tampered with or of making statements which are incorrect or false or suppressing material information or of using or attempting to use unfair means in the examination hall or otherwise resorting to any other irregular or improper means for obtaining admission to the examination will, in addition to rendering himself liable to a criminal prosecution be debarred either permanently or for a specified period—

- (a) by the Commission from admission to any examination or appearance at any interview held by the Commission for selection of candidates; and
- (b) by the Central Government from employment under the Government.

11. No recommendations except those required in the form of application shall be taken into consideration. Any attempt on the part of a candidate to obtain support for his candidature by other means may disqualify him for admission.

12. Candidates must pay such examination fees as Government may prescribe (see Appendix III). No claim for a refund of any of these fees will be entertained nor can they be held in reserve for any other examination or selection.

13. Examinations under these Rules shall be conducted by the Commission in the manner prescribed in the regulations which form Appendix II to these Rules.

14. (a) After every examination the Commission shall make a list of the candidates in order of their merit as disclosed by the aggregate marks finally awarded to each candidate and in that order so many candidates up to the number of unreserved vacancies announced under rule 2 above as are found by the Commission in their discretion to be qualified by the examination and are considered by Government or the appointing authority as the case may be to be suitable in all other respects, shall be appointed.

(b) Appointments to vacancies to be filled by members of a particular community or communities shall be made by Government or the appointing authority as the case may be, in the order of merit of the candidates belonging to the particular community or communities, provided they have qualified in the examination and are in all respects suitable for employment in the service.

(c) Success in the examination confers no right to appointment, unless Government are satisfied, after such enquiry as may be considered necessary that the candidate is suitable in all respects for appointment to the public Service.

NOTE.—The form and manner of communication of the result of the examination to individual candidates shall be decided by the Commission in their discretion.

15. A candidate must be in good mental and bodily health and free from any physical defect likely to interfere with the discharge of his duties as an officer of the Service. A candidate who (after such physical examination as Government or the appointing authority, as the case may be, may prescribe) is found not to satisfy those requirements will not be appointed. Only candidates who are likely to be considered for appointment will be physically examined.

In order to prevent disappointment candidates are advised to have themselves examined by a Government medical officer of the standing of a Civil Surgeon, before applying for admission to the examination. Particulars of the nature of the physical test to which candidates will be submitted before appointment and of the standard required can be had from the Commission.

16. (a) The selected candidates shall be appointed as Assistant Engineer Consultant on probation for two years. Their pay shall commence from the date of appointment under these rules and their service for increments, leave and pension shall count from the same date. In the event of more than one candidate being appointed, their seniority *inter se* shall be determined according to their position in the competitive examination.

(b) On the completion of the period of probation, the Assistant Engineer Consultants shall, if considered fit for permanent appointment, be confirmed in their appointments.

(c) The Government may extend the period of two years specified in sub-rule (a) above.

(d) If on the expiration of the period of probation referred to in sub-rule (a) above or of any extension thereof under sub-rule (c) above as the case may be, the Government are of opinion that an Assistant Engineer Consultant is not fit for permanent employment, or if at any time during such period of probation or extension they are satisfied that an Assistant Engineer Consultant will not be fit for permanent appointment on the expiration of such period or extension they may discharge the Assistant Engineer Consultant or pass such order as they think fit.

(e) If no action is taken by Government under sub-rule (b) or (c) or (d) of this rule, the period after the prescribed period of probation shall be treated as an engagement from month to month terminable on either side on the expiration of one calendar month's notice in writing.

17. Probationers will also be required to pass a test in Hindi before confirmation.

APPENDIX I

List of University degrees which will be recognised for admission to the Examination [vide Rule 8(c)]

Aberdeen—B.Sc. Engineering (Honours or Ordinary Degree).

Cambridge—Ordinary degree B.A. in Engineering provided that graduate has passed in the principal subjects, Engineering I, Engineering II and Engineering III.

Durham—B.Sc. in Marine Engineering.

Glasgow—B.Sc. in Naval Architecture (Honours or Ordinary Degree).

NOTE.—The above degrees will be accepted only if taken after three years' study and the passing of the regular examinations in the several Universities. The conditions as to three years' study will not, however, apply to Indians who, having taken an Indian degree which exempts them from part of the University course, shall have taken one of the above degrees in less than three years in accordance with the regulations of the University concerned.

APPENDIX II

Standard and Syllabus of the examination (vide Rule 13)

| Subject | Marks |
|---|-------|
| (a) Compulsory: | |
| (1) English (including Essay and Precise writing) .. | 100 |
| (2) General Knowledge | 100 |
| (3) Applied Mechanics (including Strength of Materials and Theory of Structures) .. | 200 |
| (4) Construction: | |
| Paper I | 100 |
| (i) Building Materials and Building Construction. | |
| (ii) Design of Structures. | |
| Paper II | 100 |
| Roads, Railways (General principles governing the design of Railways, Roads, Harbours and other works). | 200 |
| (5) Surveying | 100 |
| (6) Sanitary Engineering and Water Supply | 100 |
| (7) Personality Test | 300 |
| (b) Optional: | |
| Any two of the following subjects:— | |
| (1) Prime Movers | 100 |
| (2) Hydraulics and Hydraulic Machinery | 100 |
| (3) Electrical Engineering | 100 |
| (4) Architecture and Town Planning | 100 |
| (5) Mechanical Engineering | 100 |

NOTE 1.—All papers must be answered in English.

NOTE 2.—Candidates must write the paper in their own hand. In no circumstances will they be allowed the help of an amanuensis (scribe) to write down answers for them.

2. A candidate must produce a certificate that he has undergone satisfactory training in Surveying, including practical surveying in a College or institution recognised by the Commission for the purpose of admission to the competitive examination for the Service. The training must be equivalent to that given in the full course for a degree or diploma in Civil Engineering. The certificate must be signed by the Principal or the Head of the Department of Surveying in the College or institution.

For this purpose the Commission will ordinarily accept a certificate from any college or institution mentioned in Rule 8 of the foregoing rules or from any college which is affiliated to any University mentioned in the same Rule. The

Commission, however, reserve to themselves the power not to accept any certificate if they are satisfied that the practical training referred to therein falls short of the requirements of the Service, and their decision in the matter will be final.

3 The standard and syllabus of the examination will be such as the Commission shall prescribe

4 The Commission have discretion to fix qualifying marks in any or all the subjects at the examination

5 The Commission will summon at their discretion only those candidates whom they consider suitable for interview for the Personality Test

6 Special attention will be paid in the Personality Test to assessing the candidates' capacity for leadership, initiative and intellectual curiosity, tact and other social qualities, mental and physical energy, powers of practical application and integrity of character

7 From the marks assigned to candidates in each subject such deduction will be made as the Commission may consider necessary in order to secure that no credit is allowed for merely superficial knowledge

8 Deductions upto 5 per cent of the maximum marks for the written subjects will be made for illegible handwriting

9 Credit will be given for good English including orderly, effective and exact expression combined with due economy of words in all subjects of the examination and not only in subjects which are specially devoted to English

APPENDIX III

(See Rule 12)

Candidates seeking admission to the examination must pay the following fees:—

(a) To the Commission

(i) Re 1 00 when asking for application form and connected documents.

This amount should be paid to the Commission by Money Order Local candidates, however, may pay cash at the counter. The Commission will not accept payment made otherwise

(ii) Rs 81 50 (Rs 19 62 in the case of candidates belonging to Schedule Castes and Schedule Tribes) with the completed application form

This amount should be paid by means of Treasury Receipt or CROSSED Indian Postal Orders payable to Secretary, Union Public Service Commission. The Commission will not accept payment made otherwise.

(b) To the Medical Board

Rs 16 00 before examination by a Medical Board, if selected for appointment.

This amount should be paid in cash to the Medical Board concerned at the time of the Medical Examination

2 Once an application has been considered by the Commission and the decision communicated to the candidate, no claim from the candidate for a refund of the fee paid by him to the Commission will be entertained nor can this fee be held in reserve for any other examination or selection. If, however, a candidate (Rs 18 75 in the case of candidates belonging to Scheduled Castes and Scheduled Tribes) will be made to him

3 The Commission may at their discretion remit the prescribed fee where they are satisfied that the applicant is a *bona fide* displaced person from Pakistan and is not in a position to pay the prescribed fee. The fee of Re 1 00, however, must be paid even by a displaced person when asking the Commission for form and this amount will be refundable to him, if on receipt of his application, his claim to be a displaced person is accepted by the Commission and his fee is remitted

APPENDIX IV

Brief particulars regarding Central Engineering Service (Roads) of the Ministry of Transport and Communications, Department of Transport (Roads Wing)

1 Persons recruited to the Service shall be on probation for a period of at least two years and they will receive pay in the time scale of Rs 350—350—380—

380-30-590-E.B.-30-770-40-850. On completion of the probationary period if they are considered fit for permanent appointment, they will be confirmed as Assistant Engineer Consultant if permanent vacancies are available.

2. The Central Engineering Service (Roads) of the Ministry of Transport and Communications, Department of Transport (Roads Wing), Class I, comprises of a number of posts as follows:—

| Designation of posts | Scale of pay |
|---|--|
| I. Junior Class I Posts | |
| Assistant Engineer Consultant | Rs. 350—350—380—380—30— 590—EB—30—770—40—850. |
| II. Senior Class I (Selection) Posts | |
| Divisional Engineer Consultant | Rs. 600—40—1000—1000—1050— 1050—1100—1100—1150. |
| III. Administrative (Selection) Class I Posts | |
| Planning Officer | Rs. 1300—60—1600 |
| Deputy Bridges Officer | Rs. 1300—60—1600 |
| Deputy Standards Officer | Rs. 1300—60—1600 |
| Deputy Materials and Plant Officer | Rs. 1300—60—1600 |
| Senior Planning Officer | Rs. 1600—100—1800 |
| Deputy Consulting Engineer (Roads) | Rs. 1600—100—1800 |
| Posts carrying the same scales of pay are inter-changeable except that of Deputy Materials and Plant Officer. | |
| IV. Higher Administrative (Selection) Class I Posts | |
| Additional Consulting Engineer (Bridges) | Rs. 1800—100—2000 |
| Additional Consulting Engineer (Roads) | Rs. 1800—100—2000 |
| Consulting Engineer (Road Development) | The prescribed scale for this post is still under consideration. It will be inserted as soon as finalised. |

[No. A-1(39)/60.]

H. P. SINHA,

Consulting Engineer (Road Development) & Jt. Secy.

MINISTRY OF FOOD AND AGRICULTURE (Department of Food)

New Delhi, the 22nd December 1960

G.S.R. 1559.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules to amend the Directorate of Sugar and Vanaspati (Class III posts) Recruitment Rules, 1958, published with the notification of the Government of India in the Ministry of Food and Agriculture (Department of Food) No. G.S.R. 848, dated the 17th September, 1958, at pages 788 to 795 of Part II, Section 3(i) of the Gazette of India dated the 27th September, 1958, namely:—

1. These rules may be called the Directorate of Sugar and Vanaspati (Class III posts) Recruitment Amendment Rules, 1960.
2. In the Schedule to the Directorate of Sugar and Vanaspati (Class III posts) Recruitment Rules, 1958, after item 7 and the entries relating thereto, the following items 8, 9 and 10 and the entries relating thereto shall respectively be inserted, namely:—

APPENDIX

| Name of post | Its classification whether a gazetted or non-gazetted and whether ministerial or non-ministerial | Scale of pay | No. of posts | Percentage of posts to be filled by | | | |
|----------------------------------|--|--|--------------|-------------------------------------|--------------|--------------------------|----------|
| | | | | Direct recruitment | Promotion | | Transfer |
| | | | | | By selection | By seniority-cum-fitness | |
| 1. | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 8. Assistant Chemist (Vanaspati) | Non-gazetted, Class III, non-Ministerial. | Rs. 210—10—290 —15—320— EB—15—425 | 3 | 100% | .. | .. | .. |
| 9. Assistant Chemist (Sugar) | Do. | Do. | 1 | 100% | .. | .. | .. |
| 10. Tracer | Do. | Rs. 110—4—150— EB—4—170 —5—180— EB—5—200. | 1 | 100% | .. | .. | .. |

DIX

| For Direct recruits only | | | For Promotees/Transferees only | |
|--|---|----------------------|---|---|
| Age limit | Educational and other qualifications required | Period of probation. | Whether age & educational qualifications prescribed for direct recruits will apply in case of appointment by Promotion/Transfer | Grade source from which Promotion/Transfer are to be made |
| 9 | 10 | 11 | 12 | 13 |
| 25 years relaxable in case of Scheduled Castes, Scheduled Tribe, displaced persons and other exempted categories in accordance with the orders issued by Government of India from time to time. | Degree in Chemistry with Specialisation in fats and oils/or diploma in oil technology from a recognised Institute. 2. About one year's practical experience in analysis of fats and oils. | Two years. | Does not arise | Does not arise |
| 30 years relaxable in case of Scheduled Castes/Scheduled Tribes/displaced persons and other exempted categories in accordance with the orders issued by the Government of India from time to time. | B.Sc. with a degree or diploma in Sugar Technology from a recognised Institute or M.Sc. in Industrial Chemistry with specialisation in Sugar Technology. In case candidates possessing Sugar Technology Diploma are not available those possessing B.Sc. Degree with Chemistry, Physics and Mathematics with about 3 years' experience in a sugar factory or other laboratory may be considered for appointment. | Two Years. | Do. | Do. |
| 25 years relaxable as above. | Matriculation or equivalent qualification until replaced by Higher-Secondary. At least one year's experience in Tracing Work and knowledge of Ferro/Ammonia printing work. | Two Years. | Do. | Do. |

[No. 1-10/57-S. Admn.]

PARTAP SINGH, Under Secy.

(Department of Food)

ORDER

New Delhi, the 23rd December 1960

G.S.R. 1560.—In exercise of the powers conferred by section 3 of the Essential Commodities Act, 1955 (10 of 1955), and in supersession of the Rice and Paddy (Assam) Third Price Control Order, 1960, published with the notification of the Government of India in the Ministry of Food and Agriculture (Department of Food), No. G.S.R. 1161, dated the 28th September, 1960, the Central Government hereby makes the following Order, namely:—

1. Short title and commencement.—(1) This Order may be called the Rice and Paddy (Assam) Fourth Price Control Order, 1960.

(2) It shall come into force on the 1st day of January, 1961.

2. Definitions.—In this Order,—

(a) “sale in wholesale quantities” means sale in quantities exceeding 10 maunds or 3·73 quintals in any one transaction;

(b) “Schedule” means a Schedule to this Order;

(c) “zone” means a zone within the State of Assam specified in column (1) of Schedules I to VI.

3. Prices for sale or purchase of paddy.—(1) The maximum price at which any grade of Winter paddy or Autumn (Ahu) paddy may be sold in wholesale quantities in an area within a zone shall not exceed the rates specified for that grade against that zone—

(a) in case the metric system of weights is in force in such area, in Schedule I; or

(b) in any other case, in Schedule I or II, according as the transaction is in terms of quintals or maunds.

(2) The price of any grade of Winter paddy or Autumn (Ahu) paddy payable to a grower in a village in an area within a zone shall not be less than the rate specified for that grade against that zone—

(a) in case the metric system of weights is in force in such area, in Schedule III; or

(b) in any other case, in Schedule III or IV, according as the transaction is in terms of quintals or maunds.

(3) Notwithstanding anything contained in sub-clause (1) or sub-clause (2),—

(a) where Winter paddy of any grade is sold or purchased in the months of November, December, January and February of any year, a cut on account of moisture shall be imposed at the rate of 12½ percent, 7½ percent, 5 percent and 2½ percent respectively on the price payable for that grade under sub-clause (1) or, as the case may be, under sub-clause (2);

(b) where Autumn (Ahu) paddy of any grade other than Ekra paddy is sold or purchased in any area within a zone, except areas falling within the District of Cachar, in the months of June, July, August, September, and October, of any year, a cut on account of moisture at the rate of 7½ percent during June and July, 5 percent during August, and 2½ percent during September and October shall be imposed on the price payable for that grade of paddy under sub-clause (1) or, as the case may be, under sub-clause (2);

(c) where Autumn (Ahu) paddy of any grade other than Ekra paddy is sold or purchased in an area falling within the District of Cachar, in the months of June, July and August of any year, a cut on account of moisture at the rate of 7½ percent during any such month and where such paddy is sold or purchased in the months of September and October of any year, a cut on account of moisture at the rate of 5 percent and 2½ percent respectively shall be imposed on the price payable for that grade of paddy under sub-clause (1) or, as the case may be, under sub-clause (2);

(d) where Autumn (Ahu) Ekra paddy of any grade is sold or purchased in the months of October, November and December of any year, a cut on account of moisture at the rate of 6½ percent during October and

4 percent during November and December shall be imposed on the price payable for that grade of paddy under sub-clause (1) or, as the case may be, under sub-clause (2).

4. Saving.—Nothing in this Order shall apply to the sale or purchase of seed-paddy by the Government of the State of Assam or an officer authorized by that Government.

5. Maximum price for sale of rice.—The maximum price ex-mill chargeable by a miller for sale in wholesale quantities of any grade of Winter rice of Autumn (Ahu) rice of Arua or Ushna varieties in an area within a zone shall not exceed the rate specified for that grade against that zone—

- (a) in case the metric system of weights is in force in such area, in Schedule V; or
- (b) in any other case, in Schedule V or VI, according as the transaction is in terms of quintals or maunds:

Provided that when rice is supplied f.o.r., f.o.b. or into Government godowns, the specified prices shall be increased by 10 nP. per maund or 27nP. per quintal.

6. Interpretation.—For the purposes of this Order,—

- (a) the prices specified in the Schedules are for naked grains. For paddy of both varieties and all grades thereof (i) when it is supplied in new sound bags, the specified prices shall be increased by 90 nP. per maund or Rs. 2.41 nP. per quintal and (ii) when it is supplied in old but serviceable bags, the specified prices shall be increased by 45 nP. per maund or Re. 1.21 nP. per quintal inclusive of sales-tax which shall be borne by the supplier. For rice of both varieties and all grades thereof (i) when it is supplied in new sound bags, the specified prices shall be increased by 80 nP. per maund or Rs. 2.14 nP. per quintal and (ii) when it is supplied in old but serviceable bags, the specified prices shall be increased by 40 nP. per maund or Re. 1.07 nP. per quintal inclusive of sales-tax which shall be borne by the supplier;
- (b) a maund is equivalent in weight to 82-2/7 lbs. or 0.37 quintal;
- (c) for all paddy (other than paddy supplied to mills against rice contracts), and for all rice, supplied ex-Government godowns, the maximum specified price shall be increased by 6½ percent;
- (d) the price for paddy or rice specified in the Schedules are for paddy or rice of fair average quality conforming to the specifications prescribed for paddy in Schedule VII and for rice in Schedule VIII; for paddy or rice below the fair average quality, the maximum prices shall be determined by reducing the price specified in the appropriate Schedule by the amount of cuts indicated in Schedule VII or, as the case may be, Schedule VIII.

SCHEDULE I
[See clause 3(1)]

| Zones | Maximum price per quintal of winter Red grain paddy | Maximum price per quintal of winter Coarse (Sali) paddy | Maximum price per quintal of winter fine (Lahi) paddy | Maximum price per quintal of winter super-fine (Joha/Sahebbali) paddy | Maximum price per quintal (of autumn Abu) coarse addy | Maximum price per quintal of autumn (Ahu) Ekra Paddy | Maximum price per quintal of autumn (Ahu) fine/ Terabali paddy |
|--|---|---|---|---|---|--|--|
| I | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| (I) Kamrup District-North of Brahmaputra river, Darrang District and North Lakhimpur Sub-division | Rs. nP. 26·12 | Rs. nP. 27·46 | Rs. nP. 29·07 | Rs. nP. 34·16 | Rs. nP. 24·11 | Rs. nP. 25·18 | Rs. nP. 25·18 |
| (II) Kamrup District-South of Brahmaputra river, Nowgong, Sibsagar and United Mikir & North Cachar Hills Districts and Goalpara, Kokrajhar, Hailakandi and Silchar Sub-divisions | 26·79 | 28·13 | 29·90 | 34·99 | 24·78 | 25·85 | 25·85 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions | 27·46 | 28·80 | 30·73 | 35·82 | 25·45 | 26·52 | 26·52 |

SCHEDULE II
[See clause 3(1)]

| Zones | Maximum price per maund of winter Red grain paddy | Maximum price per maund of winter coarse (sali) paddy | Maximum price per maund of winter fine (Lahi) paddy | Maximum price per maund of winter superfine (Joha/ Sahebali) paddy | Maximum price per maund of Autumn (Ahu) Coarse paddy | Maximum price per maund of Autumn (Ahu) Ekra paddy | Maximum price per maund of Autumn (Ahu) fine Terabali paddy |
|---|---|---|---|--|--|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. |
| I) Kamrup District-North of Brahmaputra river, Darrang District and North Lakhimpur Sub-division | 9.75 | 10.25 | 10.85 | 12.75 | 9.00 | 9.40 | 9.40 |
| (II) Kamrup District-South of Brahmaputra river, Nowgong, Sibsagar and United Mikir and North Cachar Districts and Goalpara, Kokrajhar, Hailekandi and Silchar Sub-divisions. | 10.00 | 10.50 | 11.16 | 13.06 | 9.25 | 9.65 | 9.65 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions | 10.25 | 10.75 | 11.47 | 13.37 | 9.50 | 9.90 | 9.90 |

SCHEDULE I
[See clause 3(2)]

| Zones | Minimum price per quintal of winter Red Grain paddy | Minimum price per quintal of winter coarse (Sali) paddy | Minimum price per quintal of winter fine (Lahi)paddy | Minimum price per quintal of winter super-fine (Joha/Sahebali) paddy | Minimum price per quintal of Autumn (Ahu) coarse paddy | Minimum price per quintal of Autumn (Ahu) Ekra paddy | Minimum price per quintal of Autumn (Ahu) fine/ Terabali paddy |
|---|---|---|--|--|--|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. |
| (I) Kamrup District-North] of Brahmaputra River, Darrang District and North Lakhimpur Sub-division. | 23.44 | 24.78 | 26.39 | 31.48 | 21.43 | 22.50 | 22.50 |
| (II) Kamrup District South of Brahmaputra river, Nowgong District, Sibsagar and United Mikir and North Cachar Hills Districts and Goalpara, Kokrajhar Hailakandi and Silchar Sub-divisions. | 24.11 | 25.45 | 27.22 | 32.31 | 22.10 | 23.17 | 23.17 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions. | 24.78 | 26.12 | 28.05 | 33.14 | 22.77 | 23.84 | 23.84 |

SCHEDULE IV
[See clause 3(2)]

| Zones] | Minimum price per maund of winter Red grain paddy | Minimum price per maund of winter coarse (Sali) paddy | Minimum price per maund of winter fine (Lahi) paddy | Minimum price per maund of winter super- fine (Joha/ Sahebali) paddy | Minimum price per maund of Autumn (Ahu) coarse paddy | Minimum price per maund of Autumn (Ahu) Ekra paddy | Minimum price per maund of Autumn (Ahu) fine/ Terabali paddy |
|--|---|---|---|--|---|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. | Rs. nP. |
| (I) Kamrup District-North of Brahmaputra river, Darrang District and North Lakhimpur Sub-divi- sion | 8 75 | 9 25 | 9 85 | 11 75 | 8 00 | 8 40 | 8 40 |
| (II) Kamrup District-South of Brahmaputra river, Nowgong, Sibsagar and United Mikir and North Cachar Hills districts and Goalpara, Kokrajhar, Hailakandi and Silchar Sub-divisions. | 9 00 | 9 50 | 10 16 | 12 06 | 8 25 | 8 65 | 8 65 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions . | 9 25 | 9 75 | 10 47 | 12 37 | 8 50 | 8 90 | 8 90 |

SCHEDULE V
(See clause 5)

| Zones | Maximum ex-mill price per quintal of Red grain rice | | Maximum ex-mill price per quintal of winter coarse (Sali) rice | | Maximum ex-mill price per quintal of winter fine (Lahi) rice | | Maximum ex-mill price per quintal of winter superfine (Joha/Sahe-bali) rice | | Maximum ex-mill price per quintal of Autumn (Ahu)coarse rice | | Maximum ex-mill price per quintal of Autumn (Ahu) Ekra rice | | Maximum ex-mill price per quintal of Autumn (Ahu) fine/ Terabali rice | |
|---|---|--------|--|--------|--|--------|---|--------|--|--------|---|--------|---|--------|
| | Arua | Ushna | Arua | Ushna | Arua | Ushna | Arua | Ushna | Arua | Ushna | Arua | Ushna | Arua | Ushna |
| I | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | |
| | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. |
| (I) Kamrup District—North of Brahmaputra river, Darrang District and North Lakhimpur Sub-division | 45·52 | 43·79 | 47·67 | 45·82 | 51·26 | 49·25 | 63·47 | 60·82 | 47·02 | 45·01 | 47·34 | 45·39 | 51·18 | 48·90 |
| (II) Kamrup District—South of Brahmaputra river, Nowgong, Sibsagar and United Milk and North Cachar Hills Districts and Goalpara, Kokrajhar, Hailakandi and Silchar Divisions | 46·60 | 44·80 | 48·74 | 46·89 | 52·62 | 50·56 | 64·92 | 62·21 | 48·20 | 46·17 | 48·50 | 46·49 | 52·44 | 50·11 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions. | 47·67 | 45·82 | 49·81 | 47·88 | 53·98 | 51·87 | 66·36 | 63·58 | 49·36 | 47·29 | 49·65 | 47·59 | 53·69 | 51·31 |

SCHEDULE VI
(See clause 5)

| Zones | Maximum ex-mill price per maund of winter Red grain rice | Maximum ex-mill price per maund of winter coarse(Sali) rice | Maximum ex-mill price per maund of winter fine (Lahi) rice | Maximum ex-mill price per maund of winter superfine (Joha/Sahe- bali) rice | Maximum ex-mill price per maund of Autumn (Ahu) Coarse rice | Maximum ex-mill price per maund of Autumn (Ahu)Ekra rice | Maximum ex-mill price per maund of Autumn (Ahu) fine/ Terabali rice | | | | | | | |
|--|---|--|---|--|--|---|---|-------|-------|-------|-------|-------|-------|-------|
| | Arua Ushna | Arua Ushna | Arua Ushna | Arua Ushna | Arua Ushna | Arua Ushna | Arua Ushna | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | | | |
| | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | Rs.nP. | | | | | | | |
| (I) Kamrup District—North of Brahmaputra river, Darrang District and North Lakhimpur Sub-divi- sion | 16·99 | 16·34 | 17·79 | 17·10 | 19·13 | 18·38 | 23·69 | 22·70 | 17·55 | 16·80 | 17·67 | 16·94 | 19·10 | 18·25 |
| (II) Kamrup District—South of of BRAHMAPUTRA river, Nowgong, Sibsagar and United Mikir and North Cachar Hills Districts and Goalpara, Kokrajhar Hailakandi, and Silchar Sub-divisions | 17·39 | 16·72 | 18·19 | 17·50 | 19·64 | 18·87 | 24·23 | 23·22 | 17·99 | 17·23 | 18·10 | 17·35 | 19·57 | 18·70 |
| (III) Dhubri, Dibrugarh and Karimganj Sub-divisions | 17·79 | 17·10 | 18·59 | 17·87 | 20·15 | 19·36 | 24·77 | 23·73 | 18·42 | 17·65 | 18·53 | 17·76 | 20·04 | 19·15 |

SCHEDULE VII
[See clause 6(d)]

Specification:

Fair average quality of paddy.

Paddy shall be in sound, merchantable condition, dry, clean, of uniform colour and grain size and free from dirt, foreign matter, chaff or immature grains and free from mould, musty or obnoxious odour, excessive moisture and free from signs of weevil or insect attack and all impurities except to the extent indicated in the table below:—

| Constituent of admixtures | Tolerance limit (Per cent) | | Rate at which cuts shall be imposed for every one per cent or part of one per cent over tolerance limit in column 2. |
|---|----------------------------|------------------|--|
| | <i>Winter paddy</i> | <i>Ahu paddy</i> | |
| 1 | 2 | | 3 |
| 1 Dirt, mud, sand, chaff and other similar foreign matter | 2.0 | 3.0 | At full value. |
| 2 Admixture of other grades of paddy | 3.5 | 3.5 | Over tolerance limit and up to 5 per cent at half value.* |

*For stocks containing admixture of other grades exceeding 5 per cent, the maximum price shall be three-fourths of the price specified therefor for fair average quality.

SCHEDULE VIII
[See clause 6(d)]

Specification:

Rice shall be in sound, merchantable condition, sweet, dry, clean, wholesome, of good food value, uniform in colour and size of grain and free from mould, weevils, smell, discolouration, admixture of deleterious substances or colouring agents and all impurities except to the extent indicated in the table below:—

Fair average quality of rice.

| Constituent of admixtures | | Kind of rice | Tolerance limit (per cent) | Rate at which cuts shall be imposed for every one per cent or part of one per cent over the tolerance limits specified in column (3). |
|---------------------------|---|--------------------|-------------------------------|--|
| I | | 2 | 3 | 4 |
| 1 | Broken and fragments | (a) Boiled rice | 15 | Over 15 per cent at half value. |
| | | (b) Raw rice | 17.5 | Over 17.5 per cent at half value. |
| 2 | Dirt, foreign matter and paddy or unhusked grains | Boiled or raw rice | 0.5 | Over 0.5 per cent at full value. |
| 3 | Damaged, discoloured and weevilled grains | (a) Raw rice | 3.0 | Over 3 per cent at three-fourths value. |
| | | (b) Boiled rice | 2.0 | Over 2 per cent at three-fourths value. |
| 4 | Red grains and other varieties | (a) Raw rice | 3.5 | Over 3.5 per cent at half value. |
| | | (b) Boiled rice | 2.0 | Over 2 per cent at half value. |

[No. 201(ASM)(2)/477/60-PY.II]

S. N. BHALLA, Dy. Secy.

(Department of Agriculture)

ORDERS

New Delhi, the 31st December 1960

G.S.R. 1561.—In exercise of the powers conferred by section 3 of the Essential Commodities Act, 1955 (10 of 1955), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following Order, namely:—

1. **Short title, extent and commencement.**—(1) This Order may be called the Inorganic Fertilizer (Movement Control) Order, 1960.

(2) It extends to the whole of India including the State of Pondicherry but excluding the State of Jammu & Kashmir.

(3) It shall come into force on the first day of January, 1961.

2. **Definitions.**—In this Order, unless the context otherwise requires,

(a) 'export' means to take or cause to be taken out of any place within a State to any place outside that State;

(b) 'State' includes a Union territory and the State of Pondicherry and 'State Government' in relation to a Union territory means the Administrator of the Union territory and in relation to the State of Pondicherry means the Chief Commissioner thereof;

(c) 'Inorganic fertilizer' includes Sulphate of Ammonia, Urea, Ammonium Sulphate Nitrate, Calcium Ammonium Nitrate, Ammonium Nitrate and any other fertilizer which may be notified by the Central Government in the official Gazette.

3. **Prohibition of export of fertilizers.**—No person shall export, or attempt to export, or abet the export of, any fertilizer from any State except under and in accordance with a permit issued by the Joint Secretary, Ministry of Food and Agriculture (Department of Agriculture) or any other officer authorised by him in this behalf:

Provided that nothing in this clause shall apply to the export of fertilizers made by the factories/authorities specified in the Schedule annexed hereto, in accordance with the allocations made by the Ministry of Food and Agriculture (Department of Agriculture), New Delhi.

4. **Power of entry, search seizure etc.**—(1) Any Police Officer not below the rank of a Head Constable or any other person authorised in this behalf by a State Government or the Central Government may, with a view to securing compliance with this Order or to satisfying himself that this Order has been complied with,

(a) stop and search, or authorize any person to stop and search, any person, boat, motor or any vehicle or receptacle used or intended to be used for the export of fertilizers;

(b) enter and search or authorize any person to enter and search any place;

(c) seize or authorize the seizure of any article in respect of which he suspects that any provision of this Order has been, is being, or is about to be contravened along with the packages, coverings, or receptacles in which such article is found or animals, vehicles, vessels, boats or conveyances used in carrying such article and thereafter take or authorize the taking of all measures necessary for securing the production of the packages, coverings, receptacles, animals, vehicles, vessels, boats or conveyances so seized in a court and for their safe custody pending such production.

(2) The provisions of sections 102 and 103 of the Code of Criminal Procedure, 1898, relating to search and seizure shall, so far as may be, apply to searches and seizures under this clause.

SCHEDULE

1. Sindri Fertilizers and Chemicals Ltd., Sindri P. O., District Manbhum (Bihar).
2. The Fertilizers and Chemicals, Travancore Ltd., Alwaye (Kerala State).
3. The Indian Iron and Steel Co. Ltd., Burnpur and Kulti (West Bengal).
4. The Tata Iron and Steel Co. Ltd., Jamshedpur (Bihar).
5. Burrakur Coal Co. Ltd., Loyabad (Bihar).
6. Hindustan Steel Ltd., Bhilai Steel Project, Bhilai, District Durg (Madhya Pradesh).
7. Hindustan Steel Ltd., Durgapore Steel Project, Durgapore, District Burdwan (West Bengal).
8. The Regional Director (Food), Madras or his nominee from the ports of Madras, Cochin, Cuddalore Tuticorin, Masulipatnam, Kakinada, Vishakapatnam or Nagapattinam.
9. The Regional Director (Food), Bombay or his nominee from the ports of Bombay and Kandla.
10. The Regional Director (Food), Calcutta or his nominee.

[No. 18-20/60-MT.]

G.S.R. 1562.—In exercise of the powers conferred by Section 5 of the Essential Commodities Act, 1955 (10 of 1955), the Central Government hereby directs that the powers conferred on it by sub-section (1) of Section 3 of the said Act to make orders to provide for the matters specified in clause (d), and in clauses (h), (i) and (j) in so far as they relate to clause (d), of sub-section (2) thereof, shall, in relation to the inorganic fertilizers, specified in Schedule I annexed hereto, be exercisable also by a State Government subject to the conditions:—

- (a) that, before making an order, the State Government shall obtain the prior concurrence of the Central Government and
- (b) that no order shall be made affecting the movement of inorganic fertilizers by any factory or authority specified in Schedule II annexed hereto where such movement is under and in accordance with any allocation made by the Ministry of Food and Agriculture (Department of Agriculture).

SCHEDULE I

1. Sulphate of Ammonia
2. Ammonium Sulphate Nitrate
3. Urea
4. Calcium Ammonium Nitrate
5. Ammonium Nitrate

SCHEDULE II

1. Sindri Fertilizers and Chemicals Ltd., Sindri P.O., District Manbhum, (Bihar).
2. The Fertilizers and Chemicals, Travancore Ltd., Alwaye (Kerala State).
3. The Indian Iron and Steel Co. Ltd., Burnpur and Kulti (West Bengal).
4. The Tata Iron and Steel Co. Ltd., Jamshedpur (Bihar).
5. Burrakur Coal Co. Ltd., Loyabad (Bihar).
6. Hindustan Steel Ltd., Bhilai Steel Project, Bhilai, District Durg (Madhya Pradesh).
7. Hindustan Steel Ltd., Durgapore Steel Project, Durgapore, District Burdwan (West Bengal).
8. The Regional Director (Food), Madras or his nominee from the ports of Madras, Cochin, Cuddalore, Tuticorin, Masulipatnam, Kakinada Vishakapatnam or Nagapattinam.
9. The Regional Director (Food), Bombay or his nominee from the ports of Bombay and Kandla.
10. The Regional Director (Food), Calcutta or his nominee.

[No. 18-20/60-MT.]

AMEER RAZA, Jt. Secy.

MINISTRY OF WORKS, HOUSING AND SUPPLY

New Delhi, the 3rd December 1960

G.S.R. 1563.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules for recruitment to the posts of Section Officer (Civil and Electrical) in the subordinate offices of the Central Public Works Department, namely:—

1. **Short title.**—These rules may be called the Central Public Works Departments (Subordinate Offices) Section Officer (Civil and Electrical) Recruitment Rules, 1960.

2. **Applications.**—These rules shall apply for recruitment to the posts of Section Officers in the subordinate offices of the Central Public Works Department.

3. **Classification and scale of pay.**—The classification of the post and the scale of pay attached thereto, shall be as specified in columns 2 and 3 of the Schedule annexed hereto.

4. **Method of recruitment, age limit and other qualifications.**—The method of recruitment, age limit, qualifications and other matters connected therewith shall be as specified in columns 4 to 6 of the said Schedule:

Provided that the upper age limit prescribed for direct recruitment may be relaxed in the case of candidates belonging to Scheduled Castes/Scheduled Tribes, displaced persons and other special categories in accordance with the general orders issued from time to time by the Government of India.

5. **Probation.**—The period of probation shall be as specified in column 7 of the said Schedule.

6. **Disqualification.**—No male candidate who has more than one wife living and no female candidate who has married a person having already a wife living shall be eligible for appointment to the posts:

Provided that the Government of India may, if it is satisfied that there exist special grounds for doing so, exempt any such candidate from the operation of this rule.

7. **Power to relax.**—The Government may relax any provision of these rules in any case in which, but for such relaxation, the rules would operate harshly.

8. **Interpretation.**—If any doubt arises as to the meaning or application of these rules or any of them to any person, the matter shall be referred to the Government, whose decision thereon shall be final.

ANNEXURE (SCHEDULE)

Recruitment rules for Section Officers (Civil and Electrical) in the Central Public Works Department

| Name of post | Its classification: whether gazetted or non-gazetted and whether Ministerial or non-Ministerial | Scale of pay | Direct Recruitment | For Direct Recruitment only | | |
|---|---|--|---|---|--|---|
| | | | | Age limit | Educational and other qualification required | Period of proba- tion if any |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Section Officer (Civil & Electri- cal). | Class III. Non- gazetted Technical | Rs. 180—10—290— EB—15—380 (Gra- duate Engineers will start at Rs. 240/- in the scale). | 100% direct recruitment. No bar to departmental candidates possessing the prescribed quali- fications being considered along with other candi- dates provided that they will, in no case, be appointed to more than 50% of the vacan- cies. | 25 years. Relaxa- ble at the dis- cretion of the Chief Engineer. | Diploma or Degree or certificate in Civil & Electrical/Mechanical Engineering respec- tively from an Institute recognised by the Cen- tral Government. | Two years' proba- tion liable to be extended by the appointing authority. |

NOTE:—Candidates will have to pass a departmental test within two years of their appointment, failing which they will not be allowed to draw the next increment.

[No. 1/1/56-EWII.]

P. K. SEN, Dy. Secy.

MINISTRY OF REHABILITATION
(Office of the Chief Settlement Commissioner)

New Delhi, the 20th December 1960

G.S.R. 1564.—In exercise of the powers conferred by section 34 of the Displaced Persons (Compensation and Rehabilitation) Act 1954 (44 of 1954), the Central Government hereby directs that the powers exercisable by it under clause (a) of sub-section (1) of section 20-A and clause (a) of sub-section (1) of section 20-B of the said Act shall be exercisable also by the Chief Settlement Commissioner and the Regional Settlement Commissioners.

[No. 8(42)/Prop-II/60-Land.]

G.S.R. 1565.—In exercise of the powers conferred by clause (a) of sub-section (3) of Section 6 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954, (44 of 1954), the Central Government hereby specifies each of the following banking companies to be a "banking company" for the purposes of the said section 6, namely:—

1. The Allahabad Bank Limited
2. The Punjab Co-operative Bank Limited

[No. F.11(22)Policy-I/60-Comp.]

New Delhi, the 26th December 1960

G.S.R. 1566.—In exercise of the powers conferred by section 10 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954), the Central Government hereby makes the following rules to amend the Displaced Persons (Compensation and Rehabilitation) Rules, 1955, namely:—

1. These rules may be called the Displaced Persons (Compensation and Rehabilitation) Amendment Rules, 1960.
2. In rule 22 of the Displaced Persons (Compensation and Rehabilitation) Rules, 1955 (hereinafter referred to as the said rules), the brackets and figure "(1)" in sub-rule (1) and sub-rule (2) shall be omitted
(Amendment No. LI, dated the 26th December, 1960).
3. In rule 30 of the said rules, the proviso shall be omitted
4. The amendment made by rule 3 shall not affect any proceedings for partitioning of property pending on the 31st December, 1960.

(Amendment No. LI, dated the 26th December, 1960)

[No. F. 7(7)Comp/60.]

I. N. CHIB, Dy. Secy